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The Daily Press.

HONGKONG, OCTOBER 29TH, 1912.

The recent circular telegrams addressed by the Board of Finance to the Provincial Governments emphasizing China's present pecuniary straits, and showing a deficit of \$50,000,000 on the yearly balance sheet, has led to a renewal of the perpetual question of finding fresh sources of revenue, and it was but inevitable that in the course of the discussion the possibilities of increasing the salt revenue should be canvassed. Any increase in the price of salt has now, it is true, been vetoed by CHAO PING-CHUN, the Premier, who proposes to substitute for it a tax on luxuries, though we fear he will find this even more difficult of realization. Chinese luxuries are only to a small extent of native origin, such as samshu, and they are already taxed. The luxuries that he has in view, though, are probably those of foreign origin, but before China succeeded in increasing the duty on these, she would have a troublesome sea of negotiation to navigate, for the sanction of every separate Treaty Power would be required before she could increase her duties above the sacred 5 per cent. *ad valorem*. Special causes of difficulty would arise, too, for it would be found that to levy exceptionally high duties on a few selected commodities would mean taxing unfairly (or, at all events, disproportionately) the trade of one or two countries, while others would not be affected at all. Exactly what Mr. CHAO means by luxuries is not stated, but, of articles of foreign import, it would probably include only tobacco, and wines, and possibly birds' nests; but the importa-

of these articles amounts only to some \$18,000,000 per annum (wines, 3,000,000; Haituan tools; tobacco, Tls. 2,000,000; cigarettes, Tls. 7,000,000; birds' nests, Tls. 500,000), so that the revenue from this source would not go far towards meeting the deficiency, while, with different tariffs for ordinary merchandise and luxuries, a new source of friction would be introduced into the work of Customs collection. It may be urged, too, that foreign trade already returns its fair share of taxation to the Exchequer: it is, then, to the reorganization of the internal revenues that the Premier should look for his increased national income, and, whether he wishes it or not, it will probably be found that the Salt Tax will have to be one of the first items to be dealt with. The Land Tax would, no doubt, yield an even greater sum if it were put on a proper basis, but the work of reorganization here would be long and slow; and, moreover, the line of least resistance would at once indicate that, until the Peking Government is more firmly settled, it is to indirect taxes that it should rather look, and if only the Salt Gabelle were put on a businesslike and honest footing, there is no reason why the revenue from this source should not be trebled without a single cent extra being taken from the people. Before Mr. CHAO had vetoed the proposal for the revision of the Salt Gabelle, there was a suggestion that funds should be raised by increasing the retail price from 4 to 12 cents a catty. This would have immediately aroused a storm of popular protest; and, moreover, not more than one-third of the additional levy would have found its way into the National Exchequer, the remainder following (or staying with) the two-thirds or more of the receipts from salt that regularly vanish somewhere on the way from the consumers' pockets to Peking. In a Report on the Revenue and Expenditure of the Chinese Empire made to the Foreign Office by Mr. GEORGE JAMIESON, it is estimated that the total revenue from this source received at Peking amounts to Tls. 13,659,000. The population of India may be taken as approximately equal to, if not actually less than, that of China, yet the Salt Tax in the former country yields about Tls. 96,000,000 per annum. The average *per capita* consumption of salt in India works out to about 8 catties, which, apart from collateral evidence, would justify us in assuming a total annual consumption of 24,000,000 piculs in China. The average retail selling price may be taken as about 50 cash a catty, or \$5 a picul, giving a total expenditure of \$120,000,000 per annum. According to Mr. JAMIESON, the cost of production is from 1½ to 9 cash a catty. There is also the cost of transport to be taken into account, and the expense of administration of the revenue services. The latter item would of necessity be a large one if the service was to be kept pure and above suspicion, but we shall not be illiberal if we allow 50 per cent. of the total collection for these three factors; this still leaves a net revenue of \$60,000,000 per annum, as against the \$20,000,000 that Peking has been accustomed to receive. The difference is sufficiently striking, though we have certainly not erred on the side of exaggeration in our calculations. The difficulty, then, is to ensure this money finding its way into the Exchequer instead of being diverted into the pockets of the countless middlemen and officials who now batten on the Salt Service. The most certain plan would be to put the whole administration under foreign control, but we fear that it is premature to suggest this, though this course has, we believe, been included as a security in case of need for the Carser Loan. Alternatively, China might abolish all the numerous taxes and levies, legal and illegal, and substitute for them one compound tax levied at the pit-head or the salt pans. At present, salt is in bond, and under the surveillance of an army of officials, from the time it is won until it finally reaches the consumer; we would sweep away all this, and instead have licensed salt pans and mines which would be under permanent inspection, and whose output would be constantly checked by officers paid an adequate salary and guaranteed a proper tenure of their posts. The salt would then be stored in, and sold to dealers from, bonded warehouses, and the whole revenue thus collected in one operation instead of a score. If only China's present straits lead her to put her house in order and reorganize her financial system, they will prove a blessing in disguise.

The typhoon, according to the latest information received, last night, was travelling in the direction of Swatow.

The confidence trick was worked again on Sunday with success, a woman parting with money and jewellery to the value of \$33 to a man whom she met in D'Aguilar Street.

Mr. and Mrs. R. E. Bellios, whose visit to the Colony has extended over the past twelve months, leave for Home by the *Derfflinger* to-morrow.

Lieut. F. B. Hitchcock, R.G.A., qualified in Cantonese colloquial at an examination held in the South China Command on the 24th October.

One Portuguese case of diphtheria and two Chinese cases of enteric fever were the only cases of communicable disease reported in the Colony last week.

The unusual spectacle of a merchant steamer inside the Naval Yard cumber was witnessed yesterday, when the P. & O. steamer *Nankin* went alongside to discharge naval stores.

It is mentioned in the Garrison Orders that the use of mosquito nets by the troops in the Command to whom they are issued is obligatory from 1st May to 31st December, inclusive.

There is no limit to the daring of the Chinese thief. One man appeared before Mr. Irving at the Magistracy yesterday charged with stealing a window-frame from Victoria Fort.

A Chinese appeared before Mr. Irving at the Magistracy yesterday charged with being in unlawful possession of opium. He was found carrying it in a basket. He was remanded until Wednesday, bail being fixed at \$500.

Mr. W. Roderick Dorsey, who has been in charge of the American Consulate at Shanghai, during Dr. Wilder's absence, and was recently promoted to the post of Consul at Jerez, Spain, will leave for his new post early next month.

A British bluejacket named James, belonging to H.M.S. *Rosario*, is reported as missing since five o'clock on the evening of the 25th instant. He is 25 years of age. An Indian, employed at the Sikh Temple at the Happy Valley, is missing from the Temple since the 23rd instant.

The letter of credit for £1,000 and the several cheques for \$50 which were stolen from the room occupied by Mr. E. Strasburg, a tourist, in the Hongkong Hotel, last week, have been recovered, but the loose money and the clothing, which are valued at about \$150, have not been recovered.

Over P.30,000 worth of opium was seized at Iloilo last week by the customs officials from Manila cargo on the steamship *Rubi*. The opium was evidently hidden through Manila and repacked at that port for Iloilo, as it was found in the coastwise cargo. Two arrests have been made in connection with the seizure.

Mr. J. Mancarini, late Deputy-Commissioner in the Chinese Maritime Customs, left Shanghai last week for Europe. Mr. Mancarini has resigned the service and will engage in the importing and exporting business. At the time of the marriage of King Alfonso of Spain to Princess Victoria, Mr. Mancarini was China's special envoy to the ceremony at Madrid.

A man and a woman have been arrested in connection with the theft of specie from the strong room of the s.s. *Hongkong* some ten days ago. It will be remembered that when the strong room was opened in Hongkong two of the nine boxes of specie had disappeared. The parties arrested are supposed to have received \$500 as their share of the proceeds, and in their possession was found \$164 and jewellery to the value of \$200.

The belief that opium divans are more numerous in the Colony since the suppression order is confirmed by the many convictions that take place at the Magistracy. Hardly a day passes without one batch or more of men being charged with frequenting certain houses for the purpose of smoking opium, and the fines though fairly substantial seem to have little deterrent effect. Yesterday a woman was brought before Mr. Melbourne on a charge of keeping an opium divan and was fined \$200, while fifteen men who were charged with frequenting it were fined two dollars each. The female defendant pleaded guilty.

Friends of Mr. Joseph R. Delaney, late Inspector of Works for Holt's Blue Funnel Wharf in Shanghai, will be interested to learn of his marriage at Glasgow (Scotland) on September 12th last, to Miss Ida Maie Alexander, of that city. The bridegroom made many friends during his three years' residence in Shanghai, where he superintended the erection of the splendid wharf and godown for his company on the Pootung side of the Huangpu. A New Zealander by birth, he possessed, says the *N.C. Daily News*, the ardent love of all colonials for every form of sport, in addition to being equally popular in social circles. It was with regret that his friends gave him a hearty send-off on the occasion of his transfer to the Blue Funnel Company's home stations, and all will join in wishing both Mr. and Mrs. Delaney every prosperity.

WEDDING AT ST. JOHN'S CATHEDRAL.

A pretty wedding, which aroused much local interest, was celebrated at St. John's Cathedral yesterday afternoon, the contracting parties being Mr. Frank Austin, of Messrs. Butterfield & Swire, and Miss Gertrude Marguerite Thekla, only daughter of Mr. and Mrs. W. B. Brotherton Harker. The church and steps were decorated with lilies and pot plants and presented a very pretty appearance. Both parties are well known in the Colony, especially in musical circles, and are held in high regard, this being indicated by the large congregation, including H.E. the Governor, Lady May, and the Misses May, assembled in the church. All classes were represented, and many Chinese were present.

The bride, who was given away by her father, wore a very pretty dress of satin charmeuse, trimmed with real Brussels lace with soft draperies, and a veil of very fine illusion tulle. She also wore a wreath of orange blossoms. The bridesmaids, Misses Iris and Diane May, Joyce Dickson and Rose Edkins, were attired in soft white muslin frocks made *fichu* fashion, trimmed with pink hand-made ribbon roses and green ribbon leaves; and muslin mob caps to match. They had white mittens and carried sheaves of pink roses. The bride's mother wore a handsomely draped gown of silver grey, and black Panne hat trimmed with willow plumes. She carried a bouquet of orchids.

The "best man" was Mr. T. B. Fisher, of Messrs. Butterfield & Swire. The Rev. H. Copley Moyle, M.A., officiated, and the service was fully choral. Prior to the service, Mr. Denman Fuller, who was at the organ, played "Im der Hermath" by Greig and the supplied choir met the bridal party at the church door, and preceded them up the aisle singing a hymn. Among those who accompanied the bridal party to the vestry were H.E. the Governor and Lady May. The happy couple left the church to the triumphal strains of the "Wedding March," and their departure in a motor car lent by Mr. J. H. Mody was made amid a merry peal of bells.

Numerous guests attended the reception which followed at "Hartley," 7 Babington Path. Here the newly-wedded a host of couple received the congratulations of friends. Commander Basil Taylor, R.N., proposed the toast of the bride and bridegroom, which was heartily pledged and cheers were given for them on the call of H.E. the Governor.

The honeymoon is to be spent in Japan. The bride's going-away dress was of Liberty satin, nocturne blue, Empire style, with white beaver hat trimmed with ostrich feathers.

The presents were very numerous and made a handsome display.

BRITISH LAUNCH PIKED.

Information was received by the Hongkong police yesterday morning that the steam launch *E Tai*, which plies between Hongkong and the outlying district of Tai O, was seized by Chinese pirates and ransomed. It appears that the launch left Tai O at about 8.20 for Hongkong via Tung Chung and Capatsum with 30 passengers on board. When off Salowan ten of the passengers, who were armed with revolvers and who had boarded the launch at Tai O, suddenly took charge of the vessel. Three of them seized the coxswain and put him below in the cabin, while the other seven made themselves masters of the engine-room and the stokehold. They compelled the engineer to continue working the engines, and those not so engaged ransomed the launch, stealing money to the extent of \$300. The launch was taken to Deep Bay, and the crew and passengers being below the pirates went ashore in small boats and were not seen again. The police have the matter in hand.

SUBSIDY FOR THE E. AND A. STEAMSHIP COMPANY.

On July 12th an agreement was made by the New South Wales Government with the Eastern and Australian Steamship Company for a regular monthly steamer service direct to Shanghai. In return for a subsidy of \$14,235 per annum, shippers from Sydney will be entitled to have their merchandise carried at the rates of freight current to Hongkong, while consignors in other States will be required to pay the full Shanghai rates.

THE OPPOSING GROUPS.

A comparison of the forces at the disposal of the five States that are more immediately involved in the war is of interest at the present time. In the tabulated form they appear very formidable. Thus:—

	Population.	Strength.
Bulgaria	4,329,105	225,000
Serbia	2,911,701	175,000
Greece	2,621,682	170,000
Montenegro	250,000	40,000
Ottoman Empire	25,400,000	1,000,000

With regard to Turkey, all Mussulmans are liable to military service. Until recently the burden of the defence of the Ottoman Empire fell on about 11,000,000 Moslems, but under the new régime the advisability of admitting the Christian element was recognised. In 1909 a decree was made which extended the obligation of military service to non-Mosulmans.

TELEGRAMS. TELEGRAMS

[THROUGH REUTER'S AGENCY.]

THE WAR.

HEAVY TURKISH LOSSES.

NOTABLE BULGARIAN ACHIEVEMENTS.

The Balkan inundation of Turkey continues to spread. Most significant news is contained in a telegram from Sofia, reporting the capture of Babaeski, an important point on the main line to Constantinople, 60 miles South-east of Adrianople. This operation, which apparently was the result of a masterly turning movement, means that the Bulgarians are now practically astride of the railway, cutting off Adrianople and Salonika from Constantinople.

It appears, however, that the Turks at Adrianople have resolved to fight to the death. The Commander of the Fortress has published a proclamation to the effect that the soldiers, having heroically done their duty outside, had now withdrawn inside the fortifications, which they were prepared to defend as their fathers had done at Plevna.

It appears that the Sultan is most anxious to go to the front to encourage the troops, but prominent citizens have dissuaded him.

The Western Bulgarian Army have, without opposition, captured Ipek, which is described as "The Adrianople of Macedonia."

It is also believed that the Bulgarians are threatening the rear of the Turkish Eastern Army, which is thought to be concentrated somewhere between Adrianople and Babaeski.

BULGARIAN BOOTY.

A message from Sofia states that the Bulgarian booty at Kirk Klesse included two aeroplanes, seven batteries of quick-firing guns, 18 field guns, and 12 howitzers, altogether 56 guns, and 1,200 prisoners. Mahmud Mukhtar, the commander-in-chief, fled hurriedly and left his private baggage at the military club.

A message from Constantinople on Saturday reported that a big battle was proceeding all day south of Kirk Klesse, the Bulgarians attempting a turning movement in the vicinity of Visa.

Constantinople confirms the fall of Uskub after a severe Turkish defeat.

MONTENEGRINS AND SERBIANS JOIN FORCES.

A message from Cetinje states that the Montenegrin forces have effected a junction with the Serbians at Sienitza. General Vukotitch is now marching on Ipek. He has carried the entrenchments at Gogova barring the road to Ipek, capturing two guns.

SKUTARI BOMBARDED.

The Montenegrins, after days of careful preparations, following stubborn fighting, wherein every foot was contested, have begun a general bombardment of Skutari from three sides, with what result is not known at present.

GREEKS ADVANCING.

A message from Athens states that the Greeks advancing on Epirus occupied Strobina. The fleeing Turks abandoned much munitions and stores.

TURKEY'S RESOLVE.

Reuter's correspondent at Constantinople telegraphs that the Turkish Cabinet have decided to prosecute the war with the utmost energy, and to prepare for the winter campaign should the present operations result unfavourably.

EX-SULTAN OF TURKEY REMOVED.

The ex-Sultan of Turkey, Abdul Hamid, who has been kept in strict seclusion at Salonika since his deposition, has been removed to Constantinople.

RUSSIAN RED CROSS SOCIETY.

Reuter's St. Petersburg correspondent wires that the Russian Red Cross Society have voted £100,000 in aid of the wounded of the Balkan States.

POWERS WATCHING EVENTS.

M. Poincare speaking at Nantes, said that, thanks to France's initiative, the Powers are collectively watching events in the Balkans. This would facilitate intervention when the time arrived, which was perhaps soon. He carefully avoided any allusion to the question of the *status quo*.

REPORTED CONGRATULATIONS BY THE TSAR.

Reuter's correspondent at Belgrade wires that it is reported that the Tsar of Russia congratulated King Peter on the occasion of the capture of Uskub.

[THROUGH REUTER'S AGENCY.]

RIFLES FOR THE COLONIES.

LONDON, October 28th.

The War Office has ordered 50,000 rifles at Birmingham, a considerable portion of them being destined for the Colonies.

THE MEXICAN REBELLION.

LONDON, October 28th.

A message received at New York from Vera Cruz states that two officers serving under the flag of the rebel General Diaz have been sentenced to death.

FRANCE AND SPAIN IN MOROCCO.

LONDON, October 28th.

Reuter's correspondent at Madrid telegraphs that after months of negotiations, often threatening to lead to a serious rupture between France and Spain, a Franco-Spanish agreement regarding Morocco has been concluded, which, *inter alia*, provides territorial concessions from the Spanish zone to compensate France for her sacrifices in the Congo.

AERIAL RACING.

LONDON, October 28th.

Reuter's correspondent at Stuttgart telegraphs that 20 balloons started yesterday afternoon in the race for the Gordon-Bennett prize.

DEATH OF CAPTAIN BRINKLEY.

Our Tokyo correspondent last evening cable the news of the death of Captain F. Brinkley, the well-known proprietor and editor of the *Japan Mail*, and for many years the Tokyo correspondent of *The Times*. Captain Brinkley came out to Japan, we believe, prior to the Restoration, being attached, as an officer of the Royal Artillery, to the British Legation Guards. He resigned from the Army in 1871 and was appointed principal instructor of a Marine Artillery College then just established in Tokyo; and he afterwards became professor of Mathematics at the Imperial Engineering College. In 1881 he acquired the *Japan Mail* of Yokohama, in which for thirty years he has powerfully advocated the interests of Japan. The *Japan Mail* was reputed to be subsidised by the Japanese Government, and in Captain Brinkley the Government certainly had a most able champion. He was almost constantly engaged in controversy with one or other of his English contemporaries in Japan and even when his contentions did not widely appeal to the reason of most foreign residents, his exceptional ability as a writer and his dialectical skill were always admitted. Captain Brinkley was among the foremost Japanese scholars, and his Anglo-Japanese Dictionary is a standard work. But he was more than a mere student of the language. His knowledge of the history, arts and literature of Japan, and China also, was profound, and the fruits of this erudition are preserved in a monumental work published by him a few years ago, in twelve volumes, eight of which relate to Japan and three to China.

It may also be mentioned that he was for many years Foreign Adviser to the Nippon Yusen Kaisha.

His services to Japan were recognised by His late Majesty who conferred upon him the high decoration of the Third Class of the Order of the Sacred Treasure and while on his death-bed the new Emperor promoted him to the Second Class in the Order.

Captain Brinkley was 71 years of age.

GENERAL SIR IAN HAMILTON.

UNUSUAL COURTESY OF LEGATIONS.

General Sir Ian Hamilton, Inspector General of the British Overseas Forces, arrived at Mukden on 11th October, after which he inspected the British troops in North China consisting of two battalions of native infantry, some Garrison Artillery and Engineers. He inspected also the various detachments scattered along the Government Railway and the garrisons at Peking and Tientsin, and was present at the manoeuvres of the North China field force between Peking and Tientsin. General Sir Ian Hamilton states that he has received the greatest courtesy. He devoted a whole day in Peking to an inspection of the Legation Guards of the ten Powers and was given the fullest facilities for seeing the troops' quarters and the administrative arrangements generally. "This is the first time," says Reuter's correspondent, that such a compliment has been paid to any foreign officer. One nation might have spoiled the parades by refusing to fall in. It therefore speaks well for the harmony of the foreign communities that everything passed off without a hitch. It is understood that General Sir Ian Hamilton was much impressed. He left Peking on the 22nd inst. for Shanghai and Hankow, where there is still a considerable foreign garrison.

General Ellison, Chief of Staff to General Sir Ian Hamilton, left for Shanghai via Weihaiwei, where there is now only one company of British infantry.

CORRESPONDENCE.

THE PRISON STAFF.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

SIR.—Following on the previous information furnished by me to the *Daily Press*, which has had the effect of arousing interest in the workings of Victoria Gaol, I should be obliged if you would publish the following additional particulars which go to show that all is not running so smoothly in the prison as his Excellency's speech at the last meeting of the Legislative Council would lead one to believe.

It is quite true, as his Excellency said, that two European warders are on duty at night, but when one comes to consider the round of their work, which was not explained to the Council, the assertion of the adequacy of the staff is still far from proved. The warder on night duty does not start work until 9.30 p.m. Then he goes to bed until 3 a.m., when he turns out to muster the cooks and goes to the cook-house and superintends the cooking of breakfast for the prisoners. He has nothing whatever to do with the wards, or the patrolling of the halls or yards. When there is a condemned man in the prison, he does not go to bed until about 10.30, as he has to take over the duty of the Principal Warder while that official attends at the single men's quarters, calls the roll and puts the lights out, which is done at 10.15 nightly.

Night duty is taken in turn by all warders who have had over three months' service. After being on duty from 5.30 a.m. till 6 p.m., the man who is booked for night duty returns to the prison at 9.30. The Principal Warder on night duty goes on at 5.45 p.m. and carries on until 5.30 a.m., when he is relieved. Is there any other Government servant who does 12 hours' duty without a spell or a meal?

With regard to the recent escape from the gaol, the question as to how the prisoner secured portion of a bucket handle does not appear to me to be difficult of explanation. He was confined in the ward of "specially watched" prisoners, which contains a number of old offenders who have come to regard the prison as their home, having entered it on sentence times out of number. These men are in charge of an Indian Assistant warder, not a European. I have been informed that the Peak burglar was opposite a former escapee, while the man in the cell next to him was a prisoner who took his turn as orderly. These orderlies are sent to different parts of the prison, and if such a man was sent on an errand with a new Indian guard it would not be difficult for him to pick up portion of a bucket handle (supposing one to be lying about) or anything else that would be of use to assist a prisoner in an attempt to escape, conceal it on his person and then hide it in his cell. After the European warder on duty has searched a "specially watched" prisoner, what is to prevent the orderly, who is in an opposite or adjacent cell, from wrapping an article up in his towel, cell cloth or any old rag, and throwing it to the "specially watched" prisoner when the ward is clear? There is not much space between the cells.

The recent escape was, I believe, one of the workmen who assisted in building the wall through which he escaped, consequently he had a good idea of the quality of the mortar used in its construction. The said mortar is not worthy of the name, and the prisoner, who saw freedom on the other side of the wall, had little difficulty in burrowing through.

This last escape appears to have created a greater *furore* than the escape of the life-sentence man and all the others put together. There have been five escapes in 34 years, one man getting away twice. Since the reduction of the European staff there are not enough warders to put two Europeans to each ward where they are wanted. There are fewer European warders in the gaol now than ever before, notwithstanding the big increase in the number of prisoners. I have seen as many as 180 prisoners in the yard, with only two European warders to look after them.

There is not the slightest doubt that the greatest dissatisfaction prevails, and has for some time past prevailed, among the European members of the prison staff. Some 24 years ago two European warders with 10 years' service deserted, and it is a well-known fact that men in the Government service who have got so far on towards a pension are slow to relinquish the hopes of so many years without what they consider just cause. As to the man of a few years' service, when he gets a better job he has to desert to avoid paying three months of his salary to the Government, an amount which few are able to save out of their meagre remuneration.—Yours, etc.,

EX-WARDER.

The Volunteer Camp is to be held at Fanling from the 15th to the 24th November. Volunteers will proceed there by train having been arranged

SUPREME COURT.

Monday, October 28th.

IN CRIMINAL JURISDICTION.

BEFORE THE HON. REES DAVIES, K.C. (CHIEF JUSTICE).

FATAL BOMB THROWING AT YAU MATI.
Wu Hon, a native of Hongshan, described as a tailor, 25 years of age, residing at Yau mati, was charged with feloniously murdering Li Kwan Tsim on 11th September.

The Attorney-General (the Hon. Mr. J. A. S. Bucknill) prosecuted for the Crown, and Mr. P. C. Jenkin (instructed by Mr. S. Russ, of Messrs. Goldring, Barlow & Morrell) defended.

Following were the jury:—Messrs. J. W. Kew (foreman), R. K. Miller, W. B. Stormer, P. W. A. Wilkie, L. J. Blackburn, H. L. Beyer, and T. E. S. Rolson.

His Lordship said he would like to say that he had taken measures to insure, as far as possible, that none of the jurymen who served in the last murder cases should be called in this case.

His Lordship asked when the Attorney-General would like to take the Shameen murder case.

The Attorney-General said it was not ready for re-trial at present. It might be that another jury would be required to be empanelled, or a special jury.

The Attorney-General in outlining the case now before the Court said he thought they would agree with him that there were few more dastardly outrages than bomb throwing. This was a case of the throwing of a bomb. There could be no doubt whatever that about noon on 11th September, at Yau mati, an explosive bomb was thrown, from which the deceased met his death. He was terribly mangled, and although he was taken to the hospital the wounds which he sustained were so terrible that he succumbed in the early hours of the following morning. The question was, Who threw the bomb which killed this man? The evidence which would be placed before the Court was, roughly, as follows. The deceased man met a friend, who was walking with him a pace or two behind. This friend, whom he would call first, would say that as they were walking along the street he saw a man throw a bomb and saw the deceased fall down. The friend of the deceased chased the man, and caught him with the assistance of one or two Chinese constables. That seemed very strong evidence, and if it was a fact, as alleged by the witness, that he actually saw the man throw the bomb, chased him, and actually caught him, then that evidence must be, of course, most important. Two Chinese constables would swear that they saw the witness chasing the man who threw the bomb. They joined with him and they would say that the accused was the man they caught. Deceased was in a terrible condition, and in the afternoon a Magistrate went to the Hospital to take, if possible, what was known as a dying statement. No hope could be entertained of the deceased's recovery, and the Magistrate took certain statements from him. He (the learned Council) was not going to tell the jury what these statements were, for the reason that his friend who was defending the prisoner might properly or improperly object to the statement made by the deceased being given in evidence at all. He might say that it was inadmissible. He (the learned Council), on the other hand, contended that it was admissible. However, as he had said before, it was not his duty to improperly press charges against people. If he told them what the statements were at that stage it would not give his friend a proper chance of objecting to them.

Evidence was called, and the friend of the deceased corroborated the Attorney-General's opening statement.

When asked by Mr. Jenkin as to whether the deceased was unconscious witness created amusement by replying: "Well, I will say that he was 30 per cent. conscious and 70 per cent. unconscious!"

A Chinese constable deposed that whilst in the presence of the accused and the deceased, the latter said: "Will you arrest Leung Chai Hon for me? This is the man. Hold him and don't let him go." He pointed to the accused.

Mr. F. Brown, the Government analyst, deposed to receiving three samples from Inspector Cameron. He found in two of them traces of chlorides and sulphates, substances that one would expect to find in a Chinese bomb.

P. C. Roddick stated that he heard a noise like the explosion of a bomb, followed by the sound of whistles blowing. Witness proceeded in the direction from which the whistle apparently proceeded, and found the accused struggling with two or three men. Witness found the deceased, who was conscious, and speaking in his own language, on the footpath. Inspector Cameron came up, and temporarily dressed the wounds of the man, who was ultimately removed to the Government Civil Hospital.

Dr. Allen stated that he was called to see the deceased. He was on the footpath and had suffered several wounds, the principal one being to the thigh, which was almost completely smashed. Witness found several pieces of white metal on the spot.

The hearing was adjourned.

IN SUMMARY JURISDICTION.

BEFORE MR. H. H. J. GOMPERTZ (JUDGE).

An action was brought by Marie Lee, trustee of the will of George Lee, deceased, of The Nook, Kowloon, against Li Yueng Sun and Li Fang Tai, of independent means, also of Kowloon.

Plaintiff's claim was against the defendants as executors of the estate of Le Ah Hing, deceased, for the sum of \$485, money lent by the late George Lee to Le Ah Hing, and for \$102.38 interest.

Mr. W. E. L. Shenton (of Messrs. Deacon, Looker & Deacon) represented the plaintiff, and Mr. Jackson (of Messrs. Johnson, Stokes & Master) appeared for the defendants.

Inspector Cameron said that last March the plaintiff complained to him, and in consequence he saw two sons of the late Le Ah Hing. One of them undertook to pay the interest on the money when he sold his pigs, but Mrs. Lee complained afterwards that though the pigs were sold the money was not paid to her.

Mr. Jackson submitted that the plaintiff was not the proper person to sue, as she was trustee of the estate, and the executors were in Hongkong.

After evidence had been called, his Lordship reserved judgment.

IN ORIGINAL JURISDICTION.

BEFORE HIS HONOUR MR. H. H. J. GOMPERTZ (JUDGE).

QUESTION OF CONSTRUCTION OF A DEED OF TRUST.

Judgment was given on the summons for determining certain questions under the deed of trust of the Zoroastrian Charity Fund. The plaintiffs were M. P. Talati, D. K. Sethna and A. B. Avasia, and the defendant H. K. Erani.

Mr. C. G. Alabaster and Mr. Eldon Potter, instructed by Mr. H. W. Looker (of Messrs. Deacon, Looker & Deacon), appeared for the plaintiffs, and Mr. F. C. Jenkin, instructed by Mr. G. K. Hall Bruton, for the defendant.

His Lordship, in delivering judgment, said:—

This is an originating summons taken out by three of the Trustees of The Parsee or Zoroastrian Community of Hongkong and China for the determination of certain questions of construction of the Rules under the Trust Deed. While I think it unfortunate that some of the questions proposed should have been brought before the Court at all, believing as I do that they would not have arisen had all the persons interested taken a broad view of their rights and duties, I have no hesitation in saying that in the circumstances, even had no friction arisen, these Trustees are fully justified in requesting an authoritative decision on matters of principle.

The first question is as follows:—Whether upon the true construction of the said Deed of Trust and of the Rules and Regulations comprised therein as subsequently added to or amended, the office of President and of Secretary (whether in either case substantive or active) can validly be held by one and the same Trustee when there are four Trustees present in the Colony?

On this question there is very little real controversy.

Rules 3 and 4 are as follows:—(3.)—The management and custody of the said funds to be left in the hands of Trustees, consisting of not more than four nor less than three, of whom three shall be a quorum, who may be termed the "Managing Committee."

(4.)—One of the Four Trustees to be appointed as President and another as Honorary Secretary.

The phraseology is unambiguous and I think the intention is clear: that when there are 4 Trustees present in the Colony the offices of President and Secretary cannot be held permanently by the same individual.

Then Rule 15 is as follows:—(15.)—In the absence of both the President and the Secretary or of either of them, either or both an acting President or Secretary for the time being to be appointed from among the Trustees, XXX, and if desirable it shall be lawful for the one person to fill the offices of President and Secretary, whether permanently or acting.

I agree that this Rule applies only to meetings, whether of the Trustees or of the members in ordinary or special general meeting. The Rule comes third in order of four Rules dealing with meetings; and moreover I think its wording shows that it is meant to regulate the procedure at meetings, and is not intended to have a wider application.

If both officers are absent from the meeting then I think that, for the purposes of that meeting only, one of the Trustees present may be appointed Secretary and another President. Or, if one officer only be absent, the other, for the purposes of the meeting, may be appointed to fill his place. And this whether there are four Trustees in the Colony or not. The only question under Rule 15 is absence from the meeting. I have next to consider the words "either permanent or acting." They may have been intended to mean that a permanent or substantive President might be appointed, or not, as Secretary for that meeting—or

after words might no doubt have been employed to express that intention. But if that is not the real meaning—and it is necessary to construe this language as conferring a great power on one Trustee to hold both offices permanently—then in view of the context in which the words are found, and of the clear and express provisions of Rule 4, I have no hesitation in rejecting them as being in manifest contradiction to and nullifying the clear intention of the instrument.

I come then to the second question.

Q. (2.)—Whether upon such construction, as aforesaid, and in what events, and to what extent, if at all, the office of President and Secretary can validly be held by one and the same Trustee?

Here, again, there is no real disagreement.

The answer clearly is, Yes—but in two events only:—

(b.)—When at a meeting one or more officers are absent; then, again, but for that meeting only, one Trustee may fill both offices.

(c.)—When at a meeting one or more officers are absent; then, again, but for that meeting only one Trustee may fill both posts.

I come then to question 3.

Q. (3.)—Whether upon such construction as aforesaid the appointment of a President and of a Secretary from amongst the Trustees lies in the hands of the Trustees or in the hands of the subscribers to the fund created by the above mentioned Deed in General Meeting?

The answer to this question is not directly provided by the Rules, but must be gathered from the general policy of the instrument. A great deal is left to the discretion of the Trustees: "the management and custody of the funds to be in their hands." Rule 3—"In all matters not provided for the Trustees may act in such manner as may appear to them reasonable and proper—and as may be best calculated to promote the interests of the fund."

Rule 26—"By-laws are to be made—not by the community—but by the Trustees—the community may approve the by-laws so made," but has no power to add to or amend them.

Again, the position of the Trustees once appointed is a very strong one—a Trustee may only be removed from office for some reasonable cause and then only if three-fourths of the resident members qualified to vote be present at the meeting and there is a three-fourths majority for removal.

In the administration of the Trust they are in certain specified cases to obtain the sanction of the community before acting, but, generally speaking, they are to be guided by their own discretion. I think the powers vested in them were intended to be analogous to those exercised by the directors of a limited company. The directors of a limited company, but analogy must not be pressed too far, but I think that it applies to this extent that these Trustees were intended to have the appointment of their own officers. I cannot agree that the practice—whatever it may be—that has obtained since 1878 can be any guide to the construction of the Deed. Again, it was pointed out by Counsel that no machinery is provided for an election of officers by the community. It might be highly inconvenient to summon a special meeting for such a minor detail as the appointment of a successor to a secretary who has resigned that office while remaining a Trustee. On the whole, then, I think that the appointment of officers lies in the hands of the Trustees.

But I am not sure that this extends to temporary appointments for the purposes of meeting only. In the absence of the regular officers I think the appointment of a President and Secretary of a meeting would be in the hands of the members present at that meeting.

Q. (4.)—Whether upon such construction as aforesaid, or otherwise, the decision of the majority of the Trustees of the said Deed on questions relating to the management and administration of the Trust Fund prevails and is the decision of the Trustees?

This can be answered very shortly. I am quite clear that on all questions of management and administration of the fund except where otherwise specially provided by the instrument the decision of the majority of the Trustees should prevail. They are bound to exercise the discretion conferred on them and they have no right to abdicate their functions in favour of even a majority of the community. The Trustees, and not the community, are to manage the Trust.

Q. (5.)—Is as follows:—Whether upon such construction as aforesaid, in the event of the temporary absence from the Colony of one of the Trustees, between one annual meeting of the subscribers to the fund and another, the subscribers are entitled to treat such absence as creating a vacancy amongst the Trustees and to elect another Trustee in the place of a Trustee so temporarily absent?

I feel some difficulty in answering this question. I am willing to go this length with Mr. Potter that I agree that absence does not mean simply non-presence. Purely temporary absence in no way interfering with the duties of the Trustee would not, I suppose, be reasonable cause for removal. But it is quite clear that the community have a discretion in the matter of removal, and in exercising this discretion they must not be actuated by any improper motive or act arbitrarily or capriciously. If they act reasonably and *bona fide*, the Court has no power to interfere. What the Court could hold in any particular case must depend upon the facts of that case.

Q. (6.)—Whether upon such construction as aforesaid the taking by the Trustees or any of them of legal advice as to the construction of the said Deed or upon questions arising in connection with the management of the fund amounts to "blameable negligence or misconduct in office or any other reasonable cause" within the meaning of Rule 22 of the said Deed?

The answer here is obviously in the negative.

Q. (7.)—Whether upon such construction as aforesaid a President can be appointed for a year, and by rotation from amongst the Trustees?

This seems to me purely a matter of management. In the absence of by-laws it would be a matter for the discretion of the Trustees.

Q. (8.)—Whether upon such construction as aforesaid the Trustees are bound to observe directions given to them by the community?

The answer to this question is, I think, in the negative.

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I earnestly hope that they will put aside faction and unite wholeheartedly to carry on the good work inaugurated by their predecessors.

administration of the fund or the form in which notices or reports are to be sent out or circulated or as to the documents which should accompany notices or reports or otherwise.

The answer is clearly in the negative. The principle is to be found in the cases upon the powers of directors.

Here, again, the answer is that the Trustees must use their own discretion and act in accordance therewith.

They may if they choose consult the community, but the responsibility is clearly on the Trustees.

I have now dealt with each of the questions submitted to me in its proper order. But it may be as well to point out that the requirements of Rule 26 have not been carried out. Its provisions are imperative, and it is clearly the duty of the Trustees to do what is enjoined on them. If they are of opinion that stereotyped by-laws would be detrimental to the interests of the Trust, it is their duty to take the proper steps to get the Rules altered. I do not, of course, know whether my conclusions will be accepted by the parties. But in any case I should like to warn them that the final determination of their domestic differences does not properly rest with Courts of Law. It would be quite easy with a little wrong-headedness on either side for the whole administration of this Trust to be brought to a deadlock. The explanation is very simple. When Rules of this sort are drawn up, the founders of the Trust have confidence that their successors who are united by common ties of race and of religion will act reasonably in the settlement of differences and will make allowances for one another's failings.

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"Before I tried Cuticura Soap and Ointment I suffered immortal agony but after the sample had relieved me of the itching, I kept on with the treatment for three weeks and it effected a complete cure when doctors had pronounced it hopeless. Cuticura Soap and Ointment are a national boon and a great relief to all who suffer from diseases of the skin. I am a constant user of the Cuticura Soap, and the Cuticura Soap and Ointment are surely invaluable remedies for eczema from which I was a great sufferer until I tried the Cuticura Soap and Ointment." (Signed) Enoch Evans, Baron Hill, Beaumont, Isle of Anguilla, N. Wales, July 23, 1911.

Cuticura Soap and Ointment afford the speediest and most economical treatment for skin and scalp diseases, of young and old. A single set is often sufficient. Although Cuticura Soap and Ointment are sold throughout the world, a liberal sample of each, with 32-p. book may be had, post-free, from nearest depot: F. Newbery & Sons, 27, Charterhouse St., London; R. Town & Co., Sydney; N. S. W. Lenses, Ltd., Cape Town; Muller, Macdonald & Co., Calcutta and Bombay; Potter D. & Co. Corp., Boston, U.S.A.

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er Colloquial Chinese.

WEATHER REPORT.

On the 27th at 17.45 p.m.—Red South Cone and Drum hoisted.

On the 28th at 11.40 p.m.—Pressure has decreased considerably over N. Japan, a depression which formed yesterday over E. Manchuria having passed to the N.E. of Hokkaido.

An area of high pressure now covers Korea and central Japan.

Pressure has decreased slightly along the coast of China and over the Loochoos and Formosa. It has increased slightly over Annam.

The approximate position of the typhoon at 6 a.m. this morning was latitude 19 deg. N. and longitude 118 deg. E. It appears to be taking a more northerly course and will probably strike the coast near Swatow, or curve northward.

Hongkong rainfall for 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:

DISTRICT FORECAST.

Hongkong & Neighbourhood Cyclonic gale.

Formosa Channel "The same as Hongkong and Lamooche." No. 1.

South coast of China between Hongkong and Hainan "The same as Hongkong and Hainan." No. 1.

N.E. winds, freshening; fine at first, squally and rainy later.

CHINA COAST METEOROLOGICAL REGISTER.

29TH OCTOBER, A.M.

Station.	Hour.	Barometer.	Temperature.	Humidity.	Direction.	Force.	Weather.
Vlostok	7a.30.13	35	59	NE	3	0	
Nemuro	6a.29.31	—	—	SW	1	1	
Hakodate	29.31	—	—	SE	1	1	
Tokio	30.20	—	—	SE	1	1	
Kochi	30.12	—	—	SW	1	1	
Nagasaki	30.13	—	—	SE	1	1	
Kagoshima	30.08	—	—	ENE	1	1	
Osaka	30.07	—	—	—	—	—	
Naha	29.59	—	—	SE	3	1	
Ishijima	—	—	—	—	—	—	
Bouin Is.	—	—	—	—	—	—	
Cheloo	—	—	—	—	—	—	
Weihaiwei	30.19	54	68	N	9	0	
Hankow	30.15	46	40	SW	0	0	
Kiangling	30.08	68	40	—	—	—	
Shanghai	30.04	66	100	—	—	—	
Guangzhou	30.02	70	—	SE	1	1	
Shanghai	29.58	72	—	SE	1	1	
Amoy	29.59	73	—	SW	1	1	
Swatow	29.58	72	—	SW	1	1	
Taihou	29.52	—	—	E	2	2	
Taipei	29.53	—	—	—	—	—	
Taiwan	29.51	—	—	E	9	9	
Pescadore	29.51	—	—	E	9	9	
Yanlou	29.51	—	—	E	9	9	
Hongkong	29.56	72	—	SE	1	1	
Vict. Peak	29.56	—	—	—	—	—	
Gap Peak	29.55	—	—	SE	2	2	
Macao	29.52	—	—	SE	1	1	
Wuchow	29.50	73	—	SE	1	1	
Hoihow	29.50	—	—	W	1	1	
Pakhoi	29.50	—	—	W	1	1	
Phu Lien	29.50	—	—	W	1	1	
Touane	29.50	—	—	W	1	1	
C. St. James	29.50	—	—	ENE	2	2	
Aparr	29.51	—	—	—	—	—	
Manila	29.51	—	—	—	—	—	
Legaspi	29.51	—	—	—	—	—	
Bacolod	29.51	—	—	—	—	—	
Iloilo	29.51	—	—	—	—	—	
Cebu	29.51	—	—	—	—	—	
Laban	29.51	—	—	—	—	—	

T. F. CLAXTON, Director.
Hongkong Observatory, October 29th, 1912.
1 BAROMETER, reduced to 32 degrees Fahrenheit on the level of the sea in inches, tenths and hundredths.
2 THERMOMETER, in the shade, in degrees Fahrenheit.
3 HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.
4 DIRECTION OF WIND, to two points.
5 FORCE OF WIND, according to Beaufort Scale.
6 STATE OF WEATHER, by blue sky, a detached cloud, a drizzling rain, a fog, a gloom, a hail, a lightning, a overcast, a passing shower, a squally rain, a snow, a thunder, a visibility, a wet (wet).
7 RAIN, in inches, tenths and hundredths.

HONGKONG METEOROLOGICAL REGISTER.
Hongkong Observatory, October 29th

Previous Day	On Date	On Date
at 2 p.m.	at 6 a.m.	at 2 p.m.
Barometer	29.56	29.56
Temperature	81	72
Humidity	88	83
Wind Direction	West	West
Force	1	1
Weather	b	b
Rain	0.00	—

Highest open air Temperature on 27th...82
Lowest open air Temperature on 27th...72

HONGKONG TIDE TABLE.

From 29th to October 4th November, 1912.

Day of Week	Day of Month	H'kong. Mean Time.	Height.	H'kong. Mean Time.	Height.
Tues.	29	h. m.	ft. in.	h. m.	ft. in.
		0 2	5 1	5 18	1 4
Wed.	30	10 28	8 2	4 15	3 9
		1 19	4 2	6 15	1 4
Thurs.	31	11 6	8 2	4 20	1 4
		11 3	4 5	7 22	1 4
Fri.	1	11 52	7 9	4 38	4 4
		No infer.	high	8 40	1 7
Satur.	2	1 7	7 5	9 56	1 7
		No infer.	high	11 4	1 7
Sun.	3	2 55	7 1	11 4	1 7
		6 40	5 2	9 40	5 1
Mon.	4	6 49	6 9	0 0	1 8
		6 59	5 6	11 52	4 4

CHINESE ENGINEERING AND MINING COMPANY (LTD.).

THE NEW COMPANY.

The statutory meeting of the above-named company was held on the 30th September at Winchester House, Old Broad-street, Mr. Walton FitzJames Turner presiding.

The Secretary (Mr. Alfred William Berry) having read the notice convening the meeting and the auditors' report.

The Chairman said:—Gentlemen,—This is the statutory meeting of the company, called in compliance with section 65 of the Companies Consolidation Acts.

The directors' report is necessarily of a merely formal character. The company was registered on June 27th last for the purpose of taking over the undertaking of the old company of the same name.

The authorized capital of the new company is £1,000,000 in shares of £1 each, the shareholders of the old company being entitled to one share in the new company in respect of each of the old company's shares.

The number of shares subscribed and allotted at the date of the report was seven, being the shares subscribed for by the signatories to the company's memorandum and articles of association for the purpose of the registration of the company.

THE GENERAL ALLOTMENT OF SHARES.

The general allotment of shares has not yet taken place, owing to the fact that the greater part of the share capital of the old company is represented by share certificates to bearer, and we are not yet in a position to issue the bearer certificates of the new company in exchange. The presentation of these certificates is a lengthy business, but no time has been lost, and we hope to be in a position to make the allotment and to issue the bearer share certificates and the registered certificates about the end of next month (that is, October). I may also mention, in passing, that the Debenture certificates are in course of preparation, and we hope to be in a position to deliver these in course of the month of November.

RECEIPTS AND PAYMENTS TO AUGUST 31ST.

On page 2 of the directors' report is an account of the receipts and payments of the company up to August 31st last. The account is so explicit that it scarcely requires any comment. The first item consists of bank balances of the old company, £24,708. The next is receipts in respect of the issue of First Mortgage Debentures, which was made publicly on July 6th last. The amount received was £365,965. This, however, included £24,625 of application money paid by the underwriters of the Debenture issue, and was repaid, as will be seen from the first item on the other side of the account. I might pause here to say that the disposal of the issue of £1,200,000 of Mortgage Debentures is made up as follows:—

Debentures issued for cash £794,340
Debentures of the old company exchanged for new Debentures 305,680
Debentures issued to the Lanchow Mining Company in part payment of the amounts due to them, as stated in the Debenture prospectus 100,000

£1,200,000

The three following items in the account, consisting of receipts on account of the Kailan Mining Administration, £5,554; interest, exchange, etc., £1,188; and debts due to the old company, £209, require no comment. The total receipts are £297,623. The first item of the payments, £71,625, has already been mentioned. The next item is liabilities of the old company, £32,490, nearly the whole of which consists of payments in respect of dividends and debenture interest which had accrued up to June 30th last. Then follow Debentures of the old company paid off in cash at 3 per cent. premium and interest, £127,988, and premium on the old company's Debentures exchanged for Debentures of the new company, £9,201. The item commission and expenses of Debentures issue, £72,000, is in accordance with the statement contained in the Debenture prospectus. The next item is £280,000, being the amount of the drafts of the Kailan Mining Administration on account of the amount payable in China by the new company in accordance with the Debenture prospectus. The sundry payments for account of the Kailan Mining Administration, £6,788, are payments made in the ordinary course of business. The next three items, amounting together to £1,068, call for no remark. The balance of cash at August 31st last was £168,462. This includes the sum of £50,000 provided for working capital of the Kailan Mining Administration, which was being held at the disposal of the Administration.

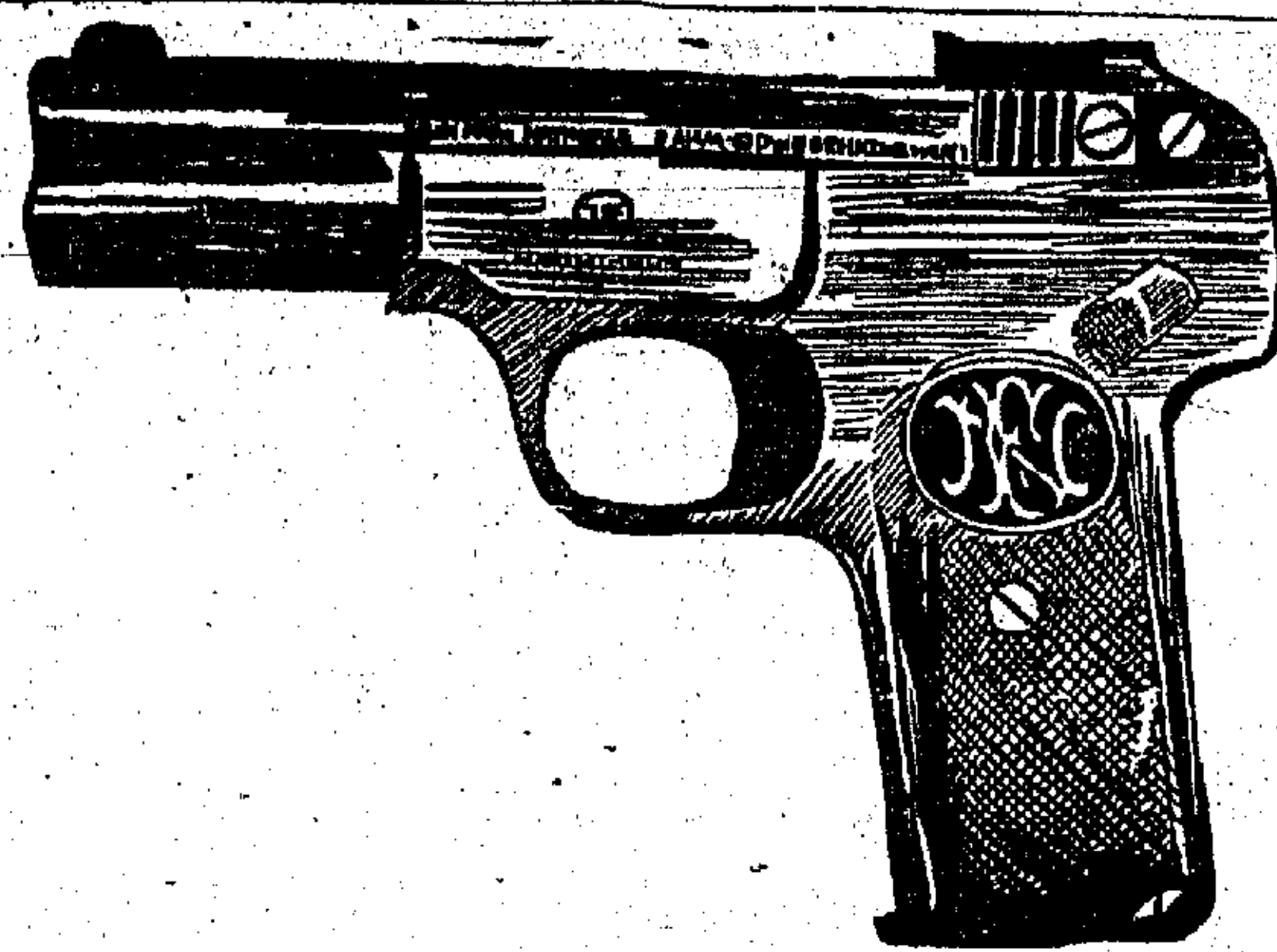
With regard to the further preliminary expenses of the company, which are estimated in the report at £30,000, I should mention that this is made up chiefly of £12,500 stamp duty payable on share warrants to bearer, £12,000 stamp duty which will be payable on the registration of the trust deed securing the Debenture issue of £1,200,000, the printing of the scrip, the Debenture Bonds, the share certificates, and the share warrants, and other necessary expense.

THE KAILAN MINING ADMINISTRATION.

You are aware that the business of the new company in China, together with the business of our former competitors, the Lanchow Mining Company, has been placed under the direction of a body consisting of representatives of the two companies known as the Kailan Mining Administration, the general manager of the Administration being Major Nathan, who has so successfully served the old company for a number of years in the same capacity. This Administration was constituted immediately on the formation of the company, and took over the direction of affairs as from July 1st last. It may be as well to remind you that, in addition to controlling the existing mines of the two companies, the Administration will also have control of the mining rights of the Kailan Basin, which has an estimated area of 100 square miles, being 50 miles in length by an average of five miles in width.

The time which has elapsed since the formation of the company is so short that we have very little information to lay before you to-day. We have, however, received a detailed report on the working of the business for the month of July. It appears from that report that very

INTIMATION



Automatic Pocket Pistol "Mauser" 8 shots in 2 seconds, and ammunition to fit. MAUSER SELF-LOADING PISTOL, with HOLSTER BUTT STOCK. 10 Shots in 2 seconds, and Ammunition to fit.

Descriptive Illustrated Catalogues from

SIEMSEN & Co., (MACHINERY DEPT.),

471 QUEEN'S BUILDING, PRAYA, HONGKONG.

heavy rains were experienced during that

month; the whole country around Tientsin

had been under water, causing considerable

damage to crops and stopping all means of transport. In all parts of

North China the rains had done considerable

damage, and for a time the transport of coal

had been entirely stopped. Crops had suffered severely, and it was

anticipated that in consequence the supplies of native fuel this autumn would

be very considerably decreased, which should

cause a larger demand for slack coal in the various industries.

THE BUSINESS UNDER THE NEW ASPECTS.

In considering the working of the business under the new aspects, it is necessary to avoid any undue expectations regarding the first few months.

The demand for coal is affected for the time being by the fact that contractors

low prices caused by the severe competition between the two companies to lay

in as large stocks as they could possibly carry. This must necessarily have

the effect of reducing the demand at the present time and until these stocks, bought

at very low prices, have been disposed of or materially reduced. Another point

is that the return to a normal scale of prices from the unduly low figures which

have prevailed for a long time past must be gradual. It is not possible or desirable

at once to restore prices to what was formerly their normal level. To do so

would be to check the demand. Prices are, however, being gradually restored

as circumstances permit, and we anticipate that it will not be long before

the prices are re-established on a quite satisfactory basis.

It is, of course, too early for us to attempt to form any estimate as to the

result of the first year's working. We are able to say, however, that the business

is already feeling the benefit of the new arrangement under which the affairs of

the two companies in China are amalgamated and administered by the joint

board. This combination has not only resulted in doing away with the

disastrous competition from which we have been suffering for some time past, but

has brought an accession of influence in many directions, which must in due time have important results.

POSITION AND PROSPECTS.

I cannot do better than quote verbatim from a recent letter from Major Nathan, which gives the latest information regarding the position and prospects of the business. He says:—

During the last two months (that is, July and August) business has been very seriously impeded by climatic conditions.

Heavy rainfall has rendered most of the country where our largest sales are effected practically impassable.

As a result of this, our coal sales in the North have been reduced to a very low figure.

The stocks accumulated by contractors and purchasers who speculated largely in coal owing to the very low prices ruling in the early part of the spring have not yet been exhausted.

Our overseas sales have, however, been developing, it is true very gradually, but still, taking various adverse circumstances such as high rate of exchange and freight into consideration, on the whole

market progress has been satisfactory. The opening of new markets, progress has been satisfactory. The opening of new markets, progress has been satisfactory.

Agencies at Swatow, Amoy, and other coal ports have been established, and are gradually engaging business, while quite recently a contract has been made for a year's supply to Manila of 50,000 tons at a remunerative rate.

Other and more important influences, however, are at work, from which I foresee future developments, the value of which cannot be estimated at present.

First amongst these is undoubtedly the entire reversal of the feelings of both the people and the Government towards the Kailan Mining Administration as compared with the Chinese Engineering and Mining Company (Limited). The

months that have elapsed since the formation of the Kailan Mining Administration are not sufficient to produce any beneficial effect, but that this effect will be beneficial and produce considerable result in the future can hardly be doubted.

THE CHIAOCHOW MINE.

Another important factor in the situation is the fact that the Chiao-chow Mine is now at our disposal. It is my opinion, however, that this mine will at no very distant date become the main producing mine of the Administration.

The mine as it is working to-day produces, with the exception, perhaps, of No. 5 Seam of the Tongshan Mine, a grade of coal superior to that produced by any other of our mines. The 5-Seam coal is, of course, a first-class coal, but, on the other hand, the maximum output can only be 150 tons per diem.

At Chiao-chow, however, we shall shortly be able to produce a coal, with an average of 12 per cent. ash, at a rate of over 1,000 tons per day. The percentage of lump will be about 40, as compared with about 20 per cent. at our other mines. By the development of this mine, which by utilizing some of the plant now at Machiow will cost a comparatively trifling sum, we shall very considerably better our carrying capacity.

I am confident that the prospects for the

future of the Administration and of its

allied companies are of the brightest. Great developments of our markets can

be looked forward to. I would draw your attention to the development of our

sales of coal during the years I have had charge of the Chinese Engineering and

Mining Company (Limited), and assure you that I not only see no reason for a

check in that development, but I look forward under the altered conditions in

which we shall work to a considerable impetus to our business. I have absolute

confidence that the business we have is one which will constantly develop, and the future of which is assured." (Cheers.)

Gentlemen, that is the business we have to

transact: there are no resolutions to put to you.

The proceedings then terminated.

VESSELS EXPECTED.

THE AMERICAN MAIL.

The P.M. str. *Peria* left Yokohama for this port via Kobe, Nagasaki and Shanghai on the 25th October, between 8 and 10 a.m., carrying the American mails.

The P.M. str. *Korea*, with the American mail, left San Francisco for this port via Honolulu, the Japan ports and Shanghai on the 12th October.

THE AUSTRALIAN MAIL.

The I.M.G. str. *Prins Sigismund* left Sydney on the 18th October, at 11 a.m., and may be expected here on or about the 11th November.

THE CANADIAN MAIL.

The C.P.R. str. *Empress of Japan* left Vancouver, B.C., for Hongkong (via usual ports of call) on the 16th October, p.m.

THE GERMAN MAIL.

The I.G.M. str. *Yorck*, carrying the German mails with dates from Berlin of the 2nd October, left Singapore on the 28th October, at 8 a.m., and may be expected here on or about the 30th October, at 2 p.m.

MERCHANT STEAMERS.

The A.L. str. *Nippon* left Singapore for this port on the 23rd October, and will arrive here on the 28th October.

The H.A.L. str. *Sachsen* left Shanghai on the 25th October, a.m., and may be expected here on or about the 29th October, a.m.

The str. *Glenjar* left Shanghai on the 25th October, and is due here on the 29th October, at daylight.

The I.G.M. str. *Derfflinger* left Shanghai on the 26th October, at 8 p.m., and may be expected here on or about the 29th October, at 6 a.m.

The I.G.M. str. *Borneo* left Sandakan on the 25th October, p.m., and may be expected here on or about the 30th October, a.m.

The H.A.L. str. *Spesia* left Tsingtau on the 25th October, p.m., and may be expected here on or about the 30th October, a.m.

The str. *Jelunga*, from Calcutta, left Singapore on the 25th October, a.m., and may be expected here on or about the 30th October, a.m.

The P. & O. str. *Nile* left Singapore for this port on the 28th October, at 7 a.m., and is due here on the 31st October about 4 p.m.

The str. *Erroll* (from Glasgow and Liverpool) left Singapore on the 26th October, a.m., and is therefore due here on the 1st November.

The "Barber Line" str. *Wray Castle* sailed from New York on the 18th August for Hongkong via the Straits.

The B.L. str. *Egremont Castle* sailed from New York on the 12th Sept. for Far East.

The str. *Glenesk* passed the Suez Canal on the 15th October, for Hongkong via Straits.

The Bank Line str. *Polaris* sailed from New York on the American and Oriental Line service for Far Eastern ports via Suez Canal on the 5th October.

INDO-CHINA STEAM NAVIGATION CO., LTD.

Hopang, from Saigon, is due in Hongkong 30th October.

Cheongshing, from Wei-hai-wei is due in Hongkong on 29th October.

Choyang, from Shanghai is due in Hongkong on 1st November.

Onipang, from Chinwantao is due in Hongkong on 3rd November.

SHIRE LINE.

THE BANK LINE, Ltd.

(ANDREW WEIR & CO.)

REGULAR SERVICE FROM HONGKONG TO

VICTORIA, VANCOUVER, B.C.,

SEATTLE & TACOMA.

VIA

SHANGHAI AND JAPANESE PORTS.

CARRYING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON PORTS.

STEAMERS	SAILING
"LORE CURZON" ...	On 20th Nov.
"OCKLEY" ...	On 17th Dec.

To be followed by other Steamers of the Company at regular intervals. Calling at AMOY and KEELUNG if sufficient inducement offers. The BANK LINE Steamers are of the Newest Design, have most Commodious Accommodation, and are fitted with Electric Light and Wireless Telegraphy. Special Tariff Express to America and Canadian Ports. For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED.

TELEPHONE No. 780. KING'S BUILDING, PRINCE CENTRAL.

ORIENTAL AFRICAN LINE.
NEW LINE OF STEAMERS

TO

SOUTH AFRICAN PORTS.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.

S.S. "DUNERIC" ... 3,000 tons ... Beginning of January.

And regularly thereafter.

For Rates of Freight or Passage, apply to—

THE BANK LINE, LIMITED,

MANAGING AGENTS.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS.

From HONGKONG: 9th Nov. "TYMERIC" ... From COLOMBO: 25th Nov.

For Rates and Further Information, apply to—

THE BANK LINE, LIMITED,

MANAGING AGENTS.

CONFERENCE-WEIR LINE.

REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.

THE STEAMERS OF THIS SERVICE PROVIDE THE QUICKEST TRANSIT FROM THE ORIENT TO THE ARGENTINE.

Frequent Sailings from HONGKONG connecting with the Company's Steamers CALCUTTA.

For Rates of Freight and Further Particulars, apply to—

THE BANK LINE, LIMITED,

MANAGING AGENTS.

142-43-44

"THE BIG 4" of the
PACIFIC MAIL S.S. CO.

	COMFORT.	From HONGKONG calling at
MONGOLIA 27,000 tons, twin screws.		SHANGHAI, NAGASAKI,
MANCHURIA 27,000 tons, twin screws.		Kobe (via Inland Sea),
KOREA 18,000 tons, twin screws.	SAFETY.	YOKOHAMA and HONO-
SIBERIA 18,000 tons, twin screws.		LULU (the Paradise of the
NILE ... 11,000 tons.		Pacific) through Service via
Also: CHINA ... 10,200 tons.	SPEED.	NEW YORK to Europe.
PERIA ... 9,000 tons.		

PASSENGERS HOLDING THROUGH TICKETS HAVE THE PRIVILEGE OF TRAVELLING BY TRAIN BETWEEN KOBE AND YOKOHAMA, FREE OF CHARGE.

SOME FEATURES OF SERVICE.

Lights and Fans Individual Electric Reading Light in each berth and Electric Fan in each Stateroom under passenger's control. Installed on deck for salt water plunge. Bathing suits on board.

Band Filipino string Band Concerts each afternoon and evening and also during Tiffin and Dinner.

Cuisine The Cuisine is under the direct supervision of one of the World's most famous caterers.

Games and Amusements Deck Games, such as Quits, Shuffle-board and all kind of gymnastic sports, are arranged during the voyage, as well as indoor Amusements, such as Musical Entertainments. Dances and Masquerade Balls on deck are also arranged to while away the time.

Wireless and Submarine Signal Service The most powerful Wireless Telegraph apparatus is installed on all Steamers. Submarine Signalling is also used as an additional measure of safety.

Bilge Keels Are fitted to the Ships to prevent rolling at sea, thus ensuring steadiness and constant comfort.

The Cost: is not more by this route with its unrivalled opportunities than by any other route. For a return ticket to London the cost is but £120, including berth and meals across America. To San Francisco via Japan and Honolulu the cost is £45. For the INTERMEDIATE SERVICE First Class accommodations are provided for £43 to London (return ticket £74) and to San Francisco £25. SPECIAL RATES to Officers, Army, Navy, Consular or Civil Service, on application.

STEAMERS	Tons	Starting	1912
PERIA ...	9,000	TUESDAY	12th Nov. at 1 P.M.
KOREA ...	18,000	TUESDAY	19th Nov. at 1 P.M.
SIBERIA ...	18,000	TUESDAY	3rd Dec. at 1 P.M.
CHINA ...	10,200	TUESDAY	10th Dec. at 1 P.M.
MANCHURIA ...	27,000	TUESDAY	17th Dec. at 1 P.M.
NILE ...	11,000	TUESDAY	31st Dec. at 1 P.M.
MONGOLIA ...	27,000	TUESDAY	7th Jan. at 1 P.M.
PERIA ...	9,000	TUESDAY	28th Jan. at 1 P.M.

LET US PLAN AN ITINERARY FOR YOU.
KING'S BUILDING (opposite Blake Pier).
FRED J. HALTON, AGENT.

Panama-Pacific International Exposition—San Francisco—1915.

HONGKONG, CANTON, MACAO &
WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

TUESDAY, 29TH OCTOBER, 1912.
8 a.m. "HONAM" ... 8 a.m. "HEUNGSHAN"
10 p.m. "FATSHAN" ... 5 p.m. "KINSHAN"

WEDNESDAY, 30th OCTOBER, 1912.

8 a.m. "HONAM" ... 8 a.m. "HONAM"
10 p.m. "KINSHAN" ... 5 p.m. "FATSHAN"

HONGKONG-MACAO LINE.

S.S. "SUI AN," Tons 1651. S.S. "SUI AN," Tons 1651.
HONGKONG TO MACAO.
Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.
Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.
MACAO TO HONGKONG.
Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 3RD NOVEMBER.

The Company's Steamship

"SUI AN"

Will depart from the WING LOK STREET, WHARF at 9 a.m. and return from Macao at 5 p.m.
N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 a.m., and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.
This Steamer connects with the excursion steamer returning from Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOL-BANG," 457 tons.
Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 533 tons, and S.S. "NANNING," 569 tons.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANTU." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.
Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.
Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
Hotel Mansions (First Floor), opposite the Blake Pier.

TOYO KISEN KAISHA

TRANS-PACIFIC

WESTERN PACIFIC

DENVER AND RIO GRANDE

TRANS-CONTINENTAL

TOYO KISEN KAISHA.

New Triple Screw Turbine Flyers—20 Knots Speed.

S.S. TENYO MARU ... 21,000 tons.
S.S. CHIYO MARU ... 21,000 tons.
S.S. SHINYO MARU ... 21,000 tons.

S.S. NIPPON MARU ... 11,000 tons. (INTERMEDIATE)

HONGKONG TO SAN FRANCISCO via CHINA and JAPAN PORTS and HONOLULU. Semi-tropical route—String Orchestra, Daily tank bathing, cricket, baseball, dances and free newspaper containing World's happenings by wireless.

WESTERN PACIFIC-DENVER AND
RIO GRANDE.

The T.K.K. liners connect at San Francisco with the palatial trains of the Western-Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver WITHOUT CHANGE.

Through Standard Sleepers.
Through Tourists' Sleepers.
Dining Cars—Observation Cars.
Electric Lights—Electric Fans, Union Depots.
New lands, cities and scenes—hundreds of miles through the gorgeous scenery of the Sierras—Feather River Canyon and the Royal Gorge of Colorado.
Convenient connections at Chicago with trains for New York Transatlantic Steamers and other Eastern points.
When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for Ticket form No. 625.

C. LACY GOODRICH,

GENERAL ORIENTAL AGENT.

17, WATER STREET, YOKOHAMA.

AND KING'S BUILDING, HONGKONG.

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.)
MONTHLY EAST DIRECT SERVICE TO TRIESTE.
VIA SINGAPORE, PENANG, COLOMBO, ADEN, SOERABAYA AND PORT SAID.
S.S. "BOHEMIA," 7,900 tons, will leave as above on 19th Nov. at 5 P.M.
Cheap rates, Hongkong-Trieste, Venice, £50 1st, £36 2nd, £19 3rd Class.
ACCELERATED TRAIN SERVICE FROM TRIESTE TO PARIS, LONDON & BERLIN TO SHANGHAI.

S.S. "BOHEMIA," 7,900 tons, will leave as above on 4th Nov. at D'light.
S.S. "AFRICA," 8,340 tons, will leave as above on 6th Dec. at D'light.
Cheap rates, Hongkong-Shanghai, £5 1st, £4 2nd, £2 3rd Class.
Superior accommodation for 1st and 2nd Class Cabin and Steerage Passengers.
No surtax, no tips, no inside Cabins, excellent cuisine, Doctor, Laundry, Wireless Telegraphy.
MONTHLY ORDINARY SERVICE TO TRIESTE, PIUM and VENICE.
VIA SINGAPORE, PENANG, COLOMBO, ADEN, SOERABAYA AND PORT SAID.
S.S. "CHINA," 11,800 tons, will leave as above on 31st October.
S.S. "NIPPON," 15,950 tons, will leave as above on 3rd Dec.
to YOKOHAMA, KOBE via SHANGHAI.
S.S. "NIPPON," 15,950 tons, will leave as above on 31st October.
S.S. "PERIA," 12,500 tons, will leave as above on 30th Nov.
Superior accommodation for Saloon Class Passengers.

ROUND THE WORLD TICKETS ARE ISSUED.
CARGO is taken at through rates to all ports in the Adriatic, the Levant and Black Sea, also to North and South America. For information apply to—
SANDER, WIELER & Co., Agents,
Hongkong, 10th October, 1912. Princes' Building. 1155

SWEDISH EAST ASIATIC
CO., LTD.
GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION	STEAMERS	TONS	DATE OF SAILING.
SHANGHAI, YOKOHAMA, KOBE and MOJI ...	"CEYLON" ...	9,000 ...	On 17th Nov.
COPENHAGEN & BALTIC PORTS	"JAPAN" ...	9,000 ...	About 23th Oct.

For Freight and Further Particulars, apply to—
ARTHUR NIELSEN & CO.,
YORK BUILDINGS, TOP FLOOR.

NORDDEUTSCHER LLOYD, BREMEN
IMPERIAL GERMAN MAIL
LINES.

FOR	STEAMERS	Tons	TO SAIL.
NAPLES, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN ...	"DERFFLINGER," Capt. F. Prosch,	17,000	{Wed'ay, 30th Oct., at 10 a.m.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA ...	"YOROK," Capt. H. Behm,	17,000	{About Wed'ay, 30th Oct.
MANILA, YAP, MARONN, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE ...	"COELENZ," Capt. L. Kluugkist,	6,750	{Saturday, 2nd Nov., at 9 a.m.
KOBE and YOKOHAMA ...	"PRINZ SIGISMUND," Capt. D. Lenz,	6,000	{About Tuesday, 12th Nov.
KUDAT and SANDAKAN ...	"BORNEO," Capt. F. Sembill,	5,000	{Middle of Nov.

All the Steamers of the European Line are fitted with Wireless Telegraphic New System of Telefunken.

For Further Particulars apply to

NORDDEUTSCHER LLOYD,

MELOHERS & Co.,

GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 26th October, 1912.

PASSENGER SEASON 1913.

NORDDEUTSCHER LLOYD, BREMEN.
TO EUROPE BY THE

MAGNIFICENT FAST LINERS.

STEAMSHIP	DISPLACEMENT.	ON
"GOEBEN" ...	17,300 tons	ON FEBRUARY 4TH.
"BREMEN" ...	21,000	ON FEBRUARY 19TH.
"DERFFLINGER" ...	17,250	ON MARCH 4TH.
"PRINZ EITEL FRIEDRICH" ...	16,000	ON MARCH 19TH.
"YOROK" ...	17,000	ON APRIL 1ST.
"PRINZESS ALICE" ...	20,300	ON APRIL 16TH.
"LUETZOW" ...	17,300	ON APRIL 29TH.

* THESE STEAMERS WILL CALL AT MANILA DIRECT ON THE VOYAGE FROM HERE TO SINGAPORE.

CALLING AT NAPLES, GENOA, ALGIERES, GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS.

All the Steamers of the European Line are fitted with Wireless Telegraphy. (System Telefunken.)

EARLY BOOKING RECOMMENDED.

For Further Particulars, apply to

MELOHERS & Co., GENERAL AGENTS.

Hongkong, 21st September, 1912.

1113

BRITISH INDIA S. N. CO., LTD.

A P C A R LINE.

REGULAR SERVICE BETWEEN CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD.

S.S. "JELUNGA," 5,205 tons, Capt. D. Macfadyen, will be despatched for SHANGHAI, KOBE and MOJI on 5th Nov.
S.S. "JAPAN," 6,013 tons, Captain L. Y. Archdeacon, will be despatched to SHANGHAI, KOBE and MOJI YOKOHAMA if sufficient inducement offers on 9th Nov.

WESTWARD.

S.S. "DILWARA," 5,378 tons, Capt. W. J. Bishop, will be despatched for SINGAPORE, PENANG and CALCUTTA on 5th Nov.
S.S. "ARRATON APCAR," 4,450 tons, Capt. R. F. Thomson, will be despatched for SINGAPORE, PENANG, RANGOON and CALCUTTA on 9th Nov.
The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.
For Freight or passage, apply to—

DAVID SASSOON & CO., LTD.,

Hongkong, 26th October, 1912.

1692



PHILIPPINES S.S. CO.

STEAMSHIP	Tons	CAPTAIN	FOR	SAILING DATE
RUBI ...	4000	J. Miller ...	Manila, Mangarin, Iloilo and Cebu	On 7th Nov., 4 P.M.
ZAFIRO ...	4000	Cross ...	Manila, Mangarin, Iloilo and Cebu	On 16th Nov., 4 P.M.

For Freight or Passage, apply to—
SHEWAN, TOMES & Co., General Managers,
Hongkong, 26th October, 1912. PHILIPPINES S.S. Co. 113

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Hongkong, 29th October, 1910

SHIPPING

ARRIVALS.

AIKOKI, Mail, Japanese str., 3,223, T. Yoshikawa, 25th October—Moji 22nd October, Coal.—Mitsui Bishi Goshi Kaisha.

OKHIAN, British str., 1,350, Lloyd Jones, 27th October—Shanghai 24th October, General.—Butterfield & Swire.

CHUYUEN, Chinese str., 1,177, Jamieson, 27th October—Shanghai 24th October, General.—Chinese.

ESTERUA, British str., 1,780, C. Jones, 25th October—Singapore 22nd October, Bulk Oil.—Asiatic Petroleum Co.

MOO SHING, British str., 1,423, Welsh, 28th October—Guaymas 24th Sept, General.—Order.

FUKUKI MARU, Japanese str., 4,189, H. Tomimatsu, 28th October—Moji 23rd October, Coal.—Mitsui Bussan Kaisha.

GLENNFARG, British str., 2,037, Hartnell, 28th October—Shanghai 25th October, General.—Shawson, Tomes & Co.

HALDIS, Norwegian str., 1,065, J. Jorgensen, 28th October—Samarang, Java, 18th October, Sugar.—Chinese.

HANGSANG, British str., 1,350, S. Wilde, 28th October—Shanghai 23rd October, General.—Jardine, Matheson & Co.

HIKOSAN MARU, Japanese str., 2,308, Watanabe, 28th October—Moji 23rd October, Coal.—Mitsui Bussan Kaisha.

HIMARUA, French str., 3,564, Sanguy, 27th October—Colombo 15th October, General.—Messageries Maritimes.

KOURSK, Russian str., 4,357, Padalka, 28th October—Odessa 17th September, General.—Russian Volunteer Fleet.

NANKIN, British str., 4,246, Owen Jones, 28th October—Yokohama 14th October, General.—P. & O. S. N. Co.

PERKIAN, Swedish str., 2,217, Ch. Nordstrom, 27th October—Singapore 20th October, General.—Nelson & Co.

PERSEUS, British str., 6,728, D. Robinson, 27th October—Shanghai 25th October, General.—Order.

ROMANY, British str., 579, R. L. Allinson, 28th October—San Francisco 10th September, Bulk Oil.—Asiatic Petroleum Co.

SOUHAN, British transport, 8,000, Lockyer, 27th October—Home.

TYKINI, Dutch str., 2,889, J. Schott, 28th October—Amoy 26th October, Coal and General.—Java-China-Japan Lin.

TAIPAN, Dutch str., 7,890, A. Oldenburgh, 28th October—Amoy 26th October, General.—Java-China-Japan Lin.

TOOSUL, Norwegian str., 981, A. P. Mackintosh, 28th October—Benghazi 26th October, Timber.—Order.

TRIGONIA, German str., 28th October—Canton.

CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.
October 28th.

DEN OF GLAMIS, British str., for London.

HALDIS, Norwegian str., for Canton.

HANGSANG, British str., for Canton.

HIMALAYA, French str., for Yokohama.

KOURSK, German str., for Swatow.

KACHOW, British str., for Swatow.

KOURSK, Russian str., for Nagasaki.

LAISAN, British str., for Moji.

NANKIN, British str., for London.

PERSEUS, British str., for London.

RANGON MARU, Japanese Singapore.

DEPARTURES.

October 28th.

CHENAN, British str., Canton.

CHUYUEN, Chinese str., for Canton.

DEWANGONG, British str., for Swatow.

KWANGTAH, Chinese str., Shanghai.

PERKIAN, British str., for Shanghai.

SHIPPING REPORTS.

The Chinese str. *Chuyuen* reports: Strong monsoon to Szecker Point; thence light to port.

PASSENGERS.

ARRIVED.

Per *Chuyuen*, from Shanghai, Messrs. Sarong and Fisher.

Per *Hangsang*, from Shanghai, etc., Mr. Pudney.

Per *Tykin*, for London, from Yokohama, Mr. J. E. Beale, from Shanghai, Mr. and Mrs. G. W. Morgan and infant, Mr. H. Tait, Miss J. Scott, Miss J. E. Marritt, Miss B. Purnell, Mr. and Mrs. E. J. Mann and child, Mr. T. Anderson, Mr. and Master H. Wright, Mrs. Kennerley and infant and Mr. J. Stanley.

PASSED THE CANAL.

October 24th—Nile, Nabia, Thebes, Egremont Castle, 8th—Alicious, Merina, Schuykilla, Telamachus, Estonia, Wladimir, 14th—Jag, Antichus, Australien, Bohemia, Braemar, Cathay, Glenlogie, Kaga Maru, Tenkas, Forney, Lorok, Ocean March, 15th—Brigawid, Dardanus, Glenek, Liberia, Myrmidon, Prinz Ludwig, Sardinia, Annam, Tongo Maru, Africa, Rheus, 20th—Persia, Suevia, Thebes, Yeddo, Deike Rickmers, Freussen, 22nd—Achilles, Benlarig, Calcedonien, Inverclyde, Princess Alice, Scyllia, Stator, Alessia Tranquabar, Kohilla, Baron Erskine.

ARRIVALS AT HOME.

October 22nd—Alicious, Goldenfels, Strathclyde, Antiochus.

LATEST STEAMER MOVEMENTS.

The str. *Dilwara*, from Shanghai and Kobe, left Moji on the 27th October, p.m., and may be expected here on or about the 31st October, p.m.

The P.M. str. *Siberia* left San Francisco for Hongkong via Honolulu, the Japan ports, Shanghai and Manila on the 26th October.

The Austrian Lloyd's str. *China* left Shanghai for this port on the 27th inst., and will arrive here on the 31st inst.

The Yokohama Office of the C.P.R. is in receipt of a wireless message from the R.M.S. *Empress of Japan*, sent at midnight, Saturday 26th October, when the vessel was 1,400 miles distant from Japan, advising all well and that the Commander expects to reach Yokohama at 6 a.m. on Thursday, the 31st inst.

The American and Oriental Line str. *Jeseric* is due here to-day.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "1," nearest Hongkong "2," midway between Hongkong and Kowloon "3," and those vessels berthed at the Kowloon Wharf "4," together with the number denoting the section.

DESTINATION.	VESSEL'S NAMES.	FLAG & REG.	SECTION.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.
1. From Green Island to the Harbour Master's	2. From Harbour Master's to Blake Pier	3. From Blake Pier to Naval Yard.	4. From Naval Yard to East Point			
LONDON & ANTWERP VIA SINGAPORE, &c.	NANKIN	Brit. str.	—	Owen Jones, R.N.	P. & O. S. N. Co.	To-morrow, at 10 A.M.
LONDON & ANTWERP	INDIA	Brit. str.	—	G. W. Gordon, R.N.	P. & O. S. N. Co.	On 9th Nov., at Noon.
BREMEN HAMBURG & ANTWERP, &c.	FLINTSHIRE	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 20th Nov.
HAVRE, BREMEN & HAMBURG, &c.	SITHONIA	Ger. str.	—	—	HAMBURG-AMERICA LINE	On 22nd Nov.
MARSEILLES, HAMBURG & ANTWERP, &c.	ARCADIA	Ger. str.	—	—	HAMBURG-AMERICA LINE	On 5th Nov.
ROTTERDAM & ANTWERP	SCANDIA	Ger. str.	—	—	HAMBURG-AMERICA LINE	On 15th Nov.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SPERDA	Ger. str.	—	—	HAMBURG-AMERICA LINE	To-morrow.
ROTTERDAM & HAMBURG, &c.	SENGAMBIA	Ger. str.	—	—	HAMBURG-AMERICA LINE	On 4th Nov.
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	KITANO MARU	Jap. str.	—	F. E. Copo	NIPPON YUSEN KAISHA	On 6th Nov., at D'light.
VICTORIA, B.C. & TACOMA VIA KEELUNG, &c.	CHITABO	Jap. str.	—	W. L. Hartnell	SEAWAN, TOMES & Co.	To-day.
NAPLES, GENOA, ALGIER, GIBRALTAR, SOUTHAMPTON	SEATTLE MARU	Jap. str.	—	—	HAMBURG-AMERICA LINE	On 31st inst.
BOSTON & NEW YORK VIA SUEZ CANAL	YOKOHAMA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 31st inst., at 2 P.M.
BALTIMORE & NEW YORK VIA SUEZ CANAL	MEXICO MARU	Jap. str.	—	—	OSAKA SHOSSEN KAISHA	On 7th Nov., at Noon.
BALTIMORE & NEW YORK	LORD CURZON	Brit. str.	—	—	OSAKA SHOSSEN KAISHA	On 12th Nov., at 2 P.M.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	DEFFLINGER	Ger. str.	—	—	THE BANK LINE LTD.	On 20th Nov.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	CHINA	Aus. str.	—	—	SANDER, WILKES & Co.	To-morrow, at 10 A.M.
SAN FRANCISCO VIA SHANGHAI, JAPAN, &c.	JESERIC	Am. str.	—	White	ARNOLD, KARBEEG & Co.	To-day.
SAN FRANCISCO VIA SHANGHAI, JAPAN, &c.	CITY OF BARODA	Brit. str.	—	Haughton	THE BANK LINE, LIMITED	About 25th Nov.
COPENHAGEN & BALTIC PORTS	SAINT PATRICK	Brit. str.	—	A. H. Smith	DODWELL & Co., Ltd.	About 5th Nov.
AUSTRALIAN PORTS VIA MANILA	EXPRESS OF JAPAN	Brit. str.	2m.	—	CANADIAN PACIFIC R. Co.	On 16th Nov., at 7 A.M.
AUSTRALIAN PORTS	MONTEAGLE	Brit. str.	2m.	W. Davison	CANADIAN PACIFIC R. Co.	On 14th Dec., at 7 A.M.
AUSTRALIAN PORTS VIA MANILA	NIPPON MARU	Jap. str.	—	A. G. Stevens	TOYO KAISSEN KAISHA	To-day, at Noon.
MEXICAN, PERUVIAN & CHILEAN VIA JAPAN	KORIA	Am. str.	—	—	PACIFIC MAIL S.S. Co.	On 12th Nov., at 1 P.M.
YOKOHAMA & KOBE VIA SHANGHAI	YOKOHAMA	Brit. str.	—	—	PACIFIC MAIL S.S. Co.	On 19th Nov., at 1 P.M.
YOKOHAMA & KOBE	CHANGSHA	Brit. str.	1m.	E. Finlayson	ARNOLD, KARBEEG & Co.	About 25th inst.
YOKOHAMA & KOBE	CORLENS	Ger. str.	—	L. Klugkist	SEAWAN, TOMES & Co.	On 2nd Nov., at 9 A.M.
YOKOHAMA & KOBE	EASTERN	Brit. str.	—	—	SEAWAN, TOMES & Co.	On 2nd Nov., at Noon.
YOKOHAMA & KOBE	NIKEA MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 2nd Nov., at Noon.
YOKOHAMA & KOBE	DUNDEE	Brit. str.	—	Tallock	THE BANK LINE LIMITED	Beginning of January.
YOKOHAMA & KOBE	HONGKONG MARU	Jap. str.	—	—	TOYO KAISSEN KAISHA	On 3rd Dec., at Noon.
YOKOHAMA & KOBE	NIPPON	Aus. str.	—	—	SANDER, WILKES & Co.	About 31st inst.
YOKOHAMA & KOBE	LAWADA	Brit. str.	—	C. H. Lane	JARDINE, MATHESON & Co., Ltd.	On 10th Nov., at Noon.
YOKOHAMA & KOBE	TANGO MARU	Jap. str.	—	K. Kawara	NIPPON YUSEN KAISHA	On 7th Nov., at 11 A.M.
YOKOHAMA & KOBE	PRINZ SIGISMUND	Ger. str.	—	D. Lane	MELBOURNE & Co.	About 12th Nov.
YOKOHAMA & KOBE	KUMANO MARU	Jap. str.	—	M. Winckler	NIPPON YUSEN KAISHA	On 20th Nov., at Noon.
YOKOHAMA & KOBE	KULIWONG	Brit. str.	—	—	JAVA-CHINA-JAPAN LINE	Quick despatch.
YOKOHAMA & KOBE	CHONGSHING	Brit. str.	—	V. Liddell	JARDINE, MATHESON & Co., Ltd.	On 8th Nov., at Noon.
YOKOHAMA & KOBE	KALAY	Brit. str.	1m.	D. A. Davies	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
YOKOHAMA & KOBE	DENNIGHSHIRE	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	About 30th inst.
YOKOHAMA & KOBE	YOROK	Ger. str.	—	H. Helm	MELBOURNE & Co.	On 31st inst., at 4 P.M.
YOKOHAMA & KOBE	CHENAN	Brit. str.	1m.	L. Jones	P. & O. S. N. Co.	About 1st Nov.
YOKOHAMA & KOBE	NILE	Brit. str.	—	H. Powell	JARDINE, MATHESON & Co., Ltd.	On 2nd Nov., at D'light.
YOKOHAMA & KOBE	HANGSANG	Brit. str.	—	Spencer Williams	BUTTERFIELD & SWIRE	On 4th Nov., at D'light.
YOKOHAMA & KOBE	LINAN	Brit. str.	1m.	C. C. Williams	SANDER, WILKES & Co.	On 4th Nov., at 6 P.M.
YOKOHAMA & KOBE	BOHEMIA	Aus. str.	—	—	MESSAGERIES MARITIMES	On 5th Nov.
YOKOHAMA & KOBE	AUSTRALIAN	Brit. str.	—	—	DAVID SASSOON & Co., Ltd.	On 6th Nov.
YOKOHAMA & KOBE	JELUNGA	Brit. str.	—	D. Macfadyen	NIPPON YUSEN KAISHA	About 7th Nov.
YOKOHAMA & KOBE	SANUKI MARU	Jap. str.	—	J. Teranaka	JARDINE, MATHESON & Co., Ltd.	On 11th Nov., at Noon.
YOKOHAMA & KOBE	ASSAYE	Brit. str.	—	G. W. Cockman, R.N.	HAMBURG-AMERICA LINE	On 13th Nov.
YOKOHAMA & KOBE	NAMANG	Brit. str.	—	G. M. B. Lake	ARNOLD, KARBEEG & Co.	On 17th Nov.
YOKOHAMA & KOBE	CHENAN	Brit. str.	—	Metzenhuth	OSAKA SHOSSEN KAISHA	Quick despatch.
YOKOHAMA & KOBE	TIKINI	Brit. str.	—	Norrell	OSAKA SHOSSEN KAISHA	On 2nd Nov., at Noon.
YOKOHAMA & KOBE	TIKINI	Brit. str.	—	—	OSAKA SHOSSEN KAISHA	To-morrow, at 8 A.M.
YOKOHAMA & KOBE	KAIJO MARU	Jap. str.	—	—	DOUGLAS LAUREN & Co.	On 3rd Nov., at 10 A.M.
YOKOHAMA & KOBE	SOSUKU MARU	Jap. str.	—	—	DOUGLAS LAUREN & Co.	To-morrow, at 11 A.M.
YOKOHAMA & KOBE	DAIGI MURU	Jap. str.	—	—	DOUGLAS LAUREN & Co.	On 1st Nov., at 11 A.M.
YOKOHAMA & KOBE	HAITAN	Brit. str.	2h.	J. S. Bosch	DOUGLAS LAUREN & Co.	On 5th Nov., at 11 A.M.
YOKOHAMA & KOBE	HAITAN	Brit. str.	2h.	J. W. Evans	DOUGLAS LAUREN & Co.	To-day, at 4 P.M.
YOKOHAMA & KOBE	HAITAN	Brit. str.	2h.	A. E. Hodgins	JARDINE, MATHESON & Co., Ltd.	On 2nd Nov., at 2 P.M.
YOKOHAMA & KOBE	HAITAN	Brit. str.	2h.	W. C. Passmore	JARDINE, MATHESON & Co., Ltd.	On 5th Nov., at 4 P.M.
YOKOHAMA & KOBE	KAIFONG	Brit. str.	1m.	Sidford	SEAWAN, TOMES & Co.	On 7th Nov., at 4 P.M.
YOKOHAMA & KOBE	LOONGSANG	Brit. str.	—	Leak	JAVA-CHINA-JAPAN LINE	On 16th Nov., at 4 P.M.
YOKOHAMA & KOBE	TAMING	Brit. str.	1m.	Pennerforth	NIPPON YUSEN KAISHA	On 11th Nov.
YOKOHAMA & KOBE	GUBI	Am. str.	—	Miller	JARDINE, MATHESON & Co., Ltd.	To-day, at Noon.
YOKOHAMA & KOBE	TUENSANG	Brit. str.	—	r. H. Rolfe	JARDINE, MATHESON & Co., Ltd.	On 2nd Nov., at Noon.
YOKOHAMA & KOBE	ZAVIRO	Am. str.	—	Cross	SEAWAN, TOMES & Co.	On 2nd Nov., at Noon.
YOKOHAMA & KOBE	TIKINI	Brit. str.	—	—	DAVID SASSOON & Co., Ltd.	On 5th Nov.
YOKOHAMA & KOBE	KAWACHI MARU	Jap. str.	—	Christiansen	JARDINE, MATHESON & Co., Ltd.	On 11th Nov.
YOKOHAMA & KOBE	KUMSANG	Jap. str.	—	Bradley	JARDINE, MATHESON & Co., Ltd.	On 2nd Nov.
YOKOHAMA & KOBE	KUMSANG	Jap. str.	—	F. Wheeler	NIPPON YUSEN KAISHA	On 2nd Nov.
YOKOHAMA & KOBE	HAKATA MARU	Jap. str.	—	H. Nomura	JARDINE, MATHESON & Co., Ltd.	On 4th Nov., at Noon.
YOKOHAMA & KOBE	FAUSANG	Brit. str.	—	W. J. Bishop	DAVID SASSOON & Co., Ltd.	On 5th Nov.
YOKOHAMA & KOBE	DILWARA	Brit. str.	—	—	DODWELL & Co., Ltd.	Middle of Nov.
YOKOHAMA & KOBE	BARRY MARU	Jap. str.	—	F. Semblil	BUTTERFIELD & SWIRE	To-morrow, at 10 A.M.
YOKOHAMA & KOBE	BOHEMIA	Ger. str.	—	E. de Catalano	MESSAGERIES MARITIMES	On 6th Nov., at 9 A.M.
YOKOHAMA & KOBE	SINGAN	Brit. str.	—	—	—	—
YOKOHAMA & KOBE	SI-KIANG	Fren. str.	—	—	—	—

THE ROYAL MAIL STEAM PACKET COMPANY.

"SHIRE" LINE SERVICE.

PROJECTED SAILINGS FROM HONGKONG.

FOR SHANGHAI, KOBE & YOKOHAMA..... "DENBIGHSHIRE"..... About 30th Oct.

FOR LONDON & ANTWERP..... "FLINTSHIRE"..... On 20th Nov.

These Steamers have superior accommodation for a limited number of First Class Passengers. Cabins are situated amidships and are fitted with electric light and fans. Attention is particularly directed to the moderate fares charged.

* Does not carry passengers.

For Freight or Passage, apply to
JARDINE, MATHESON & Co., Ltd.,
AGENTS.
Hongkong, 24th October, 1912. [59]

BRITISH INDIA S. N. CO., LD.

NEW FORTNIGHTLY SERVICE OF STEAMERS BETWEEN KOBE, HONGKONG AND RANGOON.

EASTWARD.

The S.S. "LAWADA," 5,269 tons, Captain C. H. Lane, will be despatched for YOKOHAMA and KOBE on 10th Nov., at Noon, to be followed on 21st Nov., by S.S. "OKARA," Capt. Evans, taking Cargo and Passengers at Current Rates.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd.,
AGENTS.
Telephone No. 215.
Hongkong, 21st October, 1912. [2]

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR SINGAPORE, PENANG & CALCUTTA "KUTSANG"..... Tuesday, 29th Oct. Noon.

FOR SINGAPORE, PENANG & CALCUTTA "KUMSANG"..... Saturday, 2nd Nov. Noon.

* MANILA..... "LOONGSANG"..... Saturday, 2nd Nov. 2 P.M.

* SHANGHAI..... "HANGSANG"..... Sunday, 3rd Nov. D'light

SINGAPORE & SOUBABAYA..... "FAUSANG"..... Monday, 4th Nov. Noon.

* TIENSIN..... "CHEONGSHING"..... Friday, 8th Nov. Noon.

* MANILA..... "YUENSANG"..... Saturday, 9th Nov. 2 P.M.

* SHANGHAI, KOBE AND MOJI..... "NAMSANG"..... Monday, 11th Nov. Noon.

RETURN TOURS TO JAPAN.

The Steamers "KUTSANG" and "NAMSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First Class Passengers and are fitted through out with Electric Light.

* Taking Cargo on through Bills of Lading to Yangtze, Ports, Chefoo, Tientsin, Dalny, Wellaow, Tsingtau and Newchwang.

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For Freight or Passage, apply to
JARDINE, MATHESON & Co., Ltd.,
GENERAL MANAGERS.
Hongkong, 29th October, 1912. [15]

CANADIAN PACIFIC ROYAL MAIL STEAMSHIP LINE.

VIA VANCOUVER.

THE CANADIAN PACIFIC RAILWAY

PROPOSED SAILINGS FROM HONGKONG, AND ST. JOHN, N.B.

FOR VANCOUVER. FROM HONGKONG.

"EMPRESS OF JAPAN" SAT., 16th Nov.

"MONTEAGLE" SAT., 14th Dec.

"EMPRESS OF INDIA" SAT., 11th Jan.

"EMPRESS OF JAPAN" SAT., 8th Feb.

FROM ST. JOHN.

"EMPRESS OF BRITAIN" FEB., 13th Dec.

"EMPRESS OF BRITAIN" FEB., 10th Jan.

"EMPRESS OF IRELAND" FEB., 7th Feb.

"EMPRESS OF IRELAND" FEB., 7th Mar.

THE direct route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Mail Express, Train and to ST. JOHN, N.B., with the Company's Atlantic "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe. All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi Wireless apparatus.

Hongkong to London, 1st Class..... via Canadian Atlantic Ports or New York £71.10

Intermediate Steamship) £43..... £45.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents.

For further information Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Peddar Street and Praya opposite Blake Pier.

6

RUSSIAN VOLUNTEER FLEET.

THE STEAMERS OF THE RUSSIAN VOLUNTEER FLEET calling at Hongkong once a month both ways, Homeward and Outward, will accept Cargo and Passengers for the Ports they lay to call at on the way, according to the schedule, as—

HOMEWARD BOUND Steamers for Singapore, Penang, Colombo, Djibouti, Djeddah, Hodeidah, Port Said, Constantinople, Odessa.

OUTWARD BOUND Steamers for Nagasaki and Vladivostok.

The Hongkong Agency of the R.V.F. will accept Cargo and issue through Bills of Lading for all Black and Azov Sea Ports with transhipment at Odessa, and for Hodeidah and all ports of Tartarian Strait and Kamtschatka, with transhipment at Vladivostok.

Cargo for all European Ports not mentioned in the Steamer's schedule will not be accepted by this Agency.

The S.S. "EKATERINOSLAV," 6581 R.T. Commander Tideman, bound to Nagasaki and Vladivostok, is expected to arrive in Hongkong about the end of November.

The S.S. "KOURSK," 6400 R.T. Commander Padalka, homeward bound, is expected to arrive in Hongkong about the end of November.

For Freight, Passage and further particulars, apply to

CAPTAIN D. A. LUKHMANOFF,
AGENTS.
Hotel Mansion, 3rd Floor,
Telephone No. 1224.
Hongkong, 29th October, 1912. [717]

VESSELS ON THE BERTH

GLEN LINE (McGREGOR, GOW & Co. LIMITED).

THE Steamship "GLENFARG," Captain W. L. Hartnell, will be despatched for ROTTERDAM and ANTWERP TO-DAY, the 29th October. This Steamer has excellent accommodation for 26 Saloon Passengers. Electric Light. Fans in every Cabin. SALOON FARE £35. For Freight or Passage, apply to SHEWAN, TOMES & Co., Agents.
Hongkong, 28th October, 1912. [1212]

THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK VIA SUEZ CANAL.
(With Liberty to Call at the Malabar Coast.)

THE Steamship

"JESERIC," Captain

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON and ANTWERP via SINGAPORE, PE- NANG, COLOMBO, PORT SAID and MARSEILLES	NANKIN Capt. Owen Jones, R.N.	10 A.M. 30th Oct.	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	NILE Capt. H. Powell	About 1st Nov.	Freight and Passage.
SHANGHAI	ASSAYE Capt. G. W. Cookman, R.N.	About 7th Nov.	Freight and Passage.
LONDON via USUAL PORTS OF CALL	INDIA Capt. G. W. Gordon, R.N.	Noon, 9th Nov.	See Special Advertisement.

For Further Particulars apply to

H. W. D. SHALLARD,
Acting Superintendent.

Hongkong, 29th October, 1912.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
MANILA, CEBU and ILOILO	"KAIFONG"	On 29th Oct., 4 P.M.
HOIHOW & HAIPHONG	"SINGAN"	On 30th Oct., 10 A.M.
NEWCHOWANG	"KALAN"	On 30th Oct., 4 P.M.
SHANGHAI	"CHENAN"	On 31st Oct., 4 P.M.
SHANGHAI	"LINAN"	On 2nd Nov., 4 P.M.
MANILA, CEBU and ILOILO	"TAMING"	On 5th Nov., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANTUL"

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING,"
Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft.
Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft; Electric Fans fitted.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS
"ANHUI," "CHENAN," "CHINHUA" and "LINAN" with excellent accommoda-
tion, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon,
leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through
Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Midnight on SATURDAY, for the SUNDAY
Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY
Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of

the transhipment at Woonan.

REDUCED FARES:—SINGLE \$45.....RETURN \$75.

NEW SERVICE.—SHANGHAI to ANTUNG sailings on alternate Wednesdays.

For Freight or Passage apply to— BUTERFIELD & SWIRE,

Hongkong, 29th October, 1912. TELEPHONE 36. AGENTS [8]

THE EASTERN & AUSTRALIAN

STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EASTERN EMPIRE	15th Nov.	On 9th Nov., Noon. On 7th Dec., Noon.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful
supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity.
All State-Rooms have Electric Fans. A daily qualified Doctor and Stewards are carried.
For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS.

HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European, North Continental and British
Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean,
Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

HOMEWARD.

FOR SHANGHAI, KOBE and YOKOHAMA:

S.S. LIBERIA	13th Nov.
S.S. ALESIA	19th Nov.
S.S. SAMBA	19th Dec.
S.S. ARGENTIA	17th Dec.
S.S. BRISGAVIA	3rd Jan.
S.S. SILEZIA	14th Jan.
S.S. O. J. D. AHLERS	26th Jan.
S.S. SUEVIA	10th Feb.

For Further Particulars, apply to—

FOR MARSEILLES, HAMBURG and ANTWERP:	S.S. SPEZIA	30th Oct.
FOR ROTTERDAM & HAMBURG:	S.S. BACHSEN	31st Oct.
FOR MARSEILLES & HAMBURG:	S.S. BENEGAMBIA	4th Nov.
FOR HAVRE & HAMBURG:	S.S. ARCADIA	5th Nov.
FOR HAVRE, BREMEN & HAMBURG:	S.S. SCANDIA	15th Nov.
FOR BREMEN, HAMBURG and ANTWERP:	S.S. SITHONIA	22nd Nov.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 25th October, 1912.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

SWATOW, AMOY AND FOOCHOW

AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAITAN"	Capt. J. S. Reach	TUESDAY, 29th Oct., at 11 A.M.
"HAIYANG"	Capt. A. E. Hodgins	FRIDAY, 1st Nov., at 11 A.M.
"HAICHING"	Capt. W. C. Passmore	TUESDAY, 5th Nov., at 11 A.M.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

"HAIMUN"	Capt. J. W. Evans	WEDNESDAY, 30th Oct., at 11 A.M.
		SUNDAY, 3rd Nov., at 10 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 29th October, 1912.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE-TRIPLE SCREW TURBINE Steamers

CHIYO MARU, SHINYO MARU AND TENYO MARU.

Speed 21 KNOTS, Displacement 21,000 TONS.

and the TWIN SCREW S.S.

"NIPPON MARU."

INTERMEDIATE STEAMER.

Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	CAPTAIN	DATE OF SAILING.
NIPPON MARU	A. G. Stevens	TUESDAY, 29th Oct., Noon.
TENYO MARU	H. Bent	TUESDAY, 5th Nov., at Noon.
SHINYO MARU	E. S. Smith	TUESDAY, 26th Nov., at Noon.
CHIYO MARU	W. W. Greene	SATURDAY, 21st Dec., at Noon.

THE S.S. "NIPPON MARU" will be despatched for SAN FRANCISCO via
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on
TUESDAY, the 29th October, at Noon.

SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS OF MEXICO at MANZANILLO
and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS

The Steamers—

BUYO MARU, HONGKONG MARU and KIYO MARU

Fly between HONGKONG and CORONEL via MOJI, KOBE, YOKOHAMA, HONOLULU,
MANZANILLO, SALINA CRUZ, CALIAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	Tons	DATE OF SAILING.
HONGKONG MARU	11,000	TUESDAY, 3rd Dec., at Noon.
KIYO MARU	17,500	SATURDAY, 1st Feb., at Noon.
BUYO MARU	10,500	THURSDAY, 3rd April, at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS
TELEGRAPH APPARATUS and POST OFFICES.SPECIAL RATES.—To OFFICERS of the ARMY and NAVY, members of the
CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT,

King's Building (Opposite Blake Pier).

COMPAGNIE MARITIME

INDO-CHINOISE.

MESSAGRIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

WIRELESS
TELEGRAPHY.

TONKIN

FAST LINE.

in 53 hours.

S.S. "SI-KIANG" Capt. E. de Catalanc.

(1st and 2nd Classes) will leave Hongkong for

KWANG CHOW WANG and HAIPHONG,

on WEDNESDAY, the 6th Nov., 1912, at 9 A.M.

For Passages and Freight apply to

P. THOMAS, M.M. Co.'s AGENT.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA and SEATTLE with

THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest
and fastest route, from the Pacific Coast to Chicago). Taking
cargo on through Bills of Lading to all Overland Common Points
in the U.S.A. and Canada, also to the principal ports in Mexico,
Central and South America.

FOR VICTORIA, B.C. and TACOMA via JAPAN PORTS.

Steamers	Captains	Leaves
"SEATTLE MARU"	T. Raito	THURSDAY, 31st Oct., at 2 P.M.
"MEXICO MARU"	N. Kobayashi	TUESDAY, 12th Nov., at 2 P.M.
"CHICAGO MARU"	J. Goto	THURSDAY, 28th Nov., at 2 P.M.
"CANADA MARU"	K. Hori	TUESDAY, 10th Dec., at 2 P.M.
"TACOMA MARU"	T. Hamada	THURSDAY, 26th Dec., at 2 P.M.
"PANAMA MARU"	J. Kanoo	SATURDAY, 4th Jan., at 2 P.M.

Calling at NAGASAKI, KOBE, YOKOHAMA and YOKOHAMA.
Calling at SHANGHAI, MOJI, " " "
Calling at KEELUNG.

These Newly-Built Steamers have fair speed and are fitted with the Wireless Apparatus.
A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for
carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

SOUTH CHINA COAST AND FORMOSA SERVICE.

FOR FOOCHOW via SWATOW and AMOY.

Steamer	Captain	Leave
"KAISO MARU"	Y. Yamamoto	WEDNESDAY, 6th Nov., at Noon.

FOR TAMSUI via SWATOW and AMOY.

Steamer	Captain	Leave
"DAIGO MARU"	Y. Somokawa	SUNDAY, 3rd Nov., at 10 A.M.
"DAIJIN MARU"	T. Fuchigami	SUNDAY, 10th Nov., at 10 A.M.

FOR ANPING and TAKAO via SWATOW and AMOY.

Steamer	Captain	Leave
"SOSHU MARU"	K. Tashira	WEDNESDAY, 30th Oct., at 3 A.M.

FOR CANTON.

Steamer "SOSHU MARU" K. Tashira FRIDAY, 8th Nov.
These Steamers of Coast and Formosa Line have Excellent accommodation for First
and Second Class Passengers and are fitted with Electric Light and Fans.
These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour
Office, Praya Central).
For FURTHER INFORMATION, apply to

S. HIBOL,

MANAGER.

Second Floor, No. 1, Queen's Building.

778-7

PENINSULAR & ORIENTAL

STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS,
HOMEWARD PASSENGER SEASON 1913.

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to COLOMBO	Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due PLYMOUTH (London 1 day later)		
Steamer	Tons	Noon, SATURDAY	Steamer	Tons	SATURDAY	FRIDAY
INDIA	8000	January 18	MOOLTAN	10000	Feb. 15	Feb. 21
ASSAYE	7500	February 1	MALOA	12500	Mar. 1	Mar. 7
HIMALAYA	7000	February 15	MOREA	11000	Mar. 15	Mar. 21
DEVANHA	8000	March 1	MARMORA	10500	Mar. 29	April 4
DELTA	8000	March 15	MEDINA	12500	April 12	April 18
INDIA	8000	March 29	Through Steamer		April 26	May 2
ASSAYE	7500	April 12	MONGOLIA	10000	May 10	May 16
DEVANHA	8000	April 26	MACEDONIA	10500	May 24	May 30
CHINA	9000	May 10	MALWA	11000	June 7	June 13

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to
the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved.

Hongkong at the time of Booking.

FARES TO LONDON:

1st SALOON £71.10 SINGLE, £106.14 RETURN.

2nd " £28.8 " £72.12 "

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1st and 2nd SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

STEAMERS	Tons	Leave	Due	Due
		HONGKONG	MARSEILLES	LONDON
NOVARA	7000	January 22	February 23	March 5
SUNDA	5700	February 5	March 9	March 19
SARDINIA	7000	February 19	March 23	April 2
SOMALI	7000	March 5	April 6	April 16
NAMUR	7000	March 19	April 20	April 30
NANKIN	7000	April 2	May 4	May 14
NYANZA	7000	April 16	May 18	May 28
NORE	7000	April 30	June 3	June 13
NILE	7000	May 14	June 17	June 27

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES

FARES TO LONDON:

1st SALOON £55.0 SINGLE, £82.10 RETURN.

2nd " £38.10 " £57.4 " "

For further Particulars, apply to—

H. W. D. SHALLARD,

ACTING SUPERINTENDENT

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	Tons	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SINGA- PORE, PENANG, COLOMBO, SUZ and PORT SAID	KITANO MARU Capt. F. E. Cope	16,000	WEDNESDAY, 6th Nov., at Daylight.
	IYO MARU Capt. R. Takeda	12,500	WEDNESDAY, 20th Nov., at Daylight.
VICTORIA, B.C. and SEATTLE via SHANGHAI, MOJI, KOBE, YOKOHAMA and YOKOHAMA	YOKOHAMA MARU Capt. N. Noda	12,500	THURSDAY, 7th Nov., at Noon.
	INABA MARU Capt. Tomioka	12,500	TUESDAY, 19th Nov., at Noon.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU Capt. M. Yagi	9,600	FRIDAY, 22nd Nov., at Noon.
	KUMANO MARU Capt. M. Winkler	9,300	FRIDAY, 20th Dec., at Noon.
CALCUTTA via SINGAPORE, PENANG & RANGOON	HAKATA MARU Capt. H. Nomura	12,500	SATURDAY, 2nd Nov.
BOMBAY via SINGAPORE, and COLOMBO	KAWACHI MARU Capt. Christensen	12,500	MONDAY, 11th Nov.
KOBE and YOKOHAMA	TANGO MARU Capt. K. Kawara	13,500	THURSDAY, 7th Nov., at 11 P.M.
SHANGHAI, MOJI and KOBE	SANUKI MARU Capt. J. Teranaka	12,500	WEDNESDAY, 6th Nov.
NAGASAKI, KOBE & YOKOHAMA	KUMANO MARU Capt. M. Winkler	9,300	WEDNESDAY, 20th Nov., at Noon.
SHANGHAI and KOBE			

§ Fitted with New System of Wireless Telegraphy.

§ Cargo only

1913 PASSENGER SEASON 1913

FOR EUROPE.

STEAMER	Tons	DISPLACEMENT	LEAVING HONGKONG.
MISHIMA MARU	16,000	16,000	29th January
KAGA	12,500	12,500	12th February
ATSUTA	16,000	16,000	26th February
HITACHI	13,000	13,000	12th March
MIYASAKI	16,000	16,000	26th March
MYTANO	16,000	16,000	9th April
IYO	12,500	12,500	23rd April
HIRANO	16,000	16,000	7th May
TANGO	13,500	13,500	21st May

FOR AMERICA.

INABA MARU		12,500	11th February
SHIDZUOKA	12,500 <td>25th February</td>	25th February	
TAMBA	12,500 <td>11th March</td>	11th March	
AWA	12,500 <td>25th March</td>	25th March	
SADO	12,500 <td>4th April</td>	4th April	
YOKOHAMA	12,500 <td>22nd April</td>	22nd April	
INABA	12,500 <td>6th May</td>	6th May	
SHIDZUOKA	12,500 <td>20th May</td>	20th May	

Brunsviga**CALCULATING MACHINE.**

Further success in the East.

Brunsviga

bought

by the **HONGKONG GOVERNMENT,**

for their TREASURY DEPARTMENT.

Hongkong, 28th October, 1912.

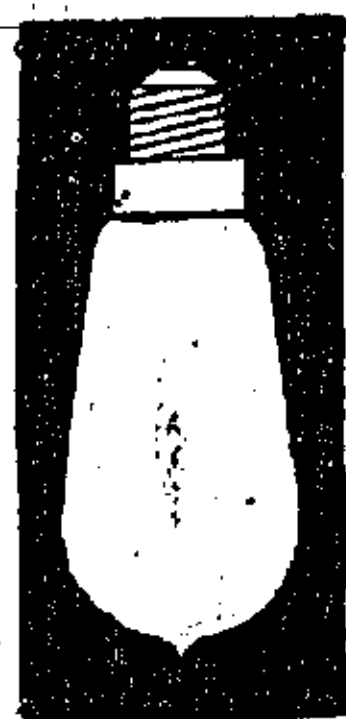
(48-14)

GRAETZIN WIRE**FILAMENT LAMPS**

BRIGHT,

DURABLE,

ECONOMICAL.



75 Cents

Per Piece

16 c.p.—50 c.p.

Messrs. **EHRICH & GRAETZ, Berlin,**
Have been awarded the
"GOLDEN MEDAL FOR INDUSTRIAL MERITS."

Hongkong, 28th October, 1912.

(48-19)

**REDUCED PRICES:****LEONHARD'S**

WRITING AND COPYING INK,

\$1 per jug, instead of \$1.50.

LIQUID GUM,

\$0.50 per bottle, instead of \$0.75.

CARBON PAPER (unchanged cheap price):

\$3.50 per box of 100 sheets.

Hongkong, 28th October, 1912.

(48-13)

HUGO C. A. FROMM, HONGKONG.**POST OFFICE NOTICE****KMAS AND NEW YEAR PARCELS.**

The Public are informed that the Christmas and New Year Parcel Mail to the United Kingdom and Countries beyond, will be closed in this office on Friday, the 8th of November, at 5 p.m. This Parcel Mail by the long-sea route via Gibraltar is due to reach London on the 14th of December. Parcels may be forwarded by the same Mail via Brindisi with an extra fee of 60 cents. Parcels so superimposed are due to reach London on the 6th of December. The following Mail of the 22nd of November is not due in London via Gibraltar, until the 29th of December, via Brindisi on the 20th of December.

Parcels containing Gold or Silver must be insured for at least part of their value.—All Insured Parcels must be sealed. All the seals must be of the same coloured wax and must bear the impression of a private device. This device must be the same on each seal.

Straight, Curved, Crossed or Dotted Lines are not admissible.

Buttons, Coins or Thimbles are not to be used for sealing.

The Clerks of the Post Office are forbidden to affix stamps on Letters or Parcels or to seal any article for the Public.

Parcels that in the opinion of the officer handling the same do not comply with the regulations will not be accepted.

It is requested that Parcels be posted early.

The *Derfflinger*, with the Siberian Mails despatched from London on the 5th, 9th and 11th inst., is due to arrive here to-day.

The *York*, with the German Mail, left Singapore on Saturday, the 26th inst., at 8 a.m., and may be expected here to-morrow, at about 2 p.m.

FOR	PER	DATE
Hoihow and Bangkok	<i>Halvard</i>	Tuesday, 29th, 8.00 A.M.
Straits, and India via Calcutta	<i>Kutsum</i>	Tuesday, 29th, 10.00 A.M.
Swatow, Amoy and Foochow	<i>Haitan</i>	Tuesday, 29th, 10.00 A.M.
SHANGHAI, NORTH CHINA, JAPAN, via NAGASAKI, HONGKONG, CANADA, UNITED STATES AND SOUTH AMERICA via SAN FRANCISCO, (EUROPE VIA SIBERIA)	<i>Nippon Maru</i>	Tuesday, 29th, 10.00 A.M. Registration... 10.15 A.M. (Registration with late fee of 10 cents, up to 11.00 A.M.) Registration Kowloon B.O. 9.30 A.M. Letters 11.00 A.M.
Straits	<i>Pereus</i>	Tuesday, 29th, NOON
Macao	<i>Sui Tai</i>	Tuesday, 29th, 1.15 P.M.
Philippine Islands	<i>Kaifong</i>	Tuesday, 29th, 3.00 P.M.
Batavia, Cheribon, Samarang and Sourabaya	<i>Tyleni</i>	Tuesday, 29th, 3.00 P.M.
Foochow	<i>Tao Sui</i>	Tuesday, 29th, 4.00 P.M.
Cebu	<i>Benarty</i>	Tuesday, 29th, 5.00 P.M.
Swatow, Amoy, and Formosa via Anping	<i>Sosha Maru</i>	Tuesday, 29th, 5.00 P.M.
Hoihow and Haiphong	<i>Singon</i>	Wednesday, 30th, 9.00 A.M.
Straits and Ceylon	<i>Nankin</i>	Wednesday, 30th, 9.00 A.M.
STRAITS, BURMAH, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEEN, EGYPT, and EUROPE via NAPLES	<i>Derfflinger</i>	Wednesday, 30th, 8.30 A.M. Registration... 9.00 A.M. Registration Kowloon B.O. 9.00 A.M. Letters 9.00 A.M.
Swatow	<i>Haiman</i>	Wednesday, 30th, 10.00 A.M.
Japan via Moji	<i>Puku Maru</i>	Wednesday, 30th, 11.00 A.M.
Macao	<i>Sui Tai</i>	Wednesday, 30th, 1.15 P.M.
Newchwang	<i>Kaifong</i>	Wednesday, 30th, 3.00 P.M.
SHANGHAI, NORTH CHINA AND JAPAN via NAGASAKI (EUROPE VIA SIBERIA)	<i>York</i>	Wednesday, 30th, 5.00 P.M.
Shanghai, North China and Japan via Yokohama Japan via Nagasaki, Victoria and Tacoma	<i>Nippon Maru</i>	Thursday, 31st, 11.00 A.M.
Macao	<i>Sui Tai</i>	Thursday, 31st, NOON
Shanghai and North China	<i>Chonan</i>	Thursday, 31st, 1.15 P.M.
Swatow, Amoy and Foochow	<i>Haiyang</i>	Friday, 1st, 10.00 A.M.
Philippine Islands, Australia, Tasmania, and New Zealand via Port Darwin	<i>Changsha</i>	Friday, 1st, 11.00 A.M.
Shanghai and North China	<i>China</i>	Friday, 1st, 11.00 A.M.
Macao	<i>Sui Tai</i>	Friday, 1st, 1.15 P.M.
Philippine Islands, Yaw, Maroon, Friedrich Wilhelmshafen, Rabaul, Herbersholhe, Matruh, Australia, Tasmania, and New Zealand via Brisbane	<i>Coblenz</i>	Saturday, 2nd, 8.00 A.M.
Straits and India via Calcutta	<i>Namsang</i>	Saturday, 2nd, 11.00 A.M.

COMMERCIAL.**CLOSING QUOTATIONS**

October 28th.

ON LONDON—	
Telegraphic Transfer	2-7
Bank Bills, on demand	2-1
Bank Bills, at 30 days' sight	2-1
Bank Bills, at 4 months' sight	2-1
Credits, at 4 months' sight	2-1
Documentary Bills 4 months' sight	2-1
ON PARIS—	
Bank Bills, on demand	262
Credits, at 4 months' sight	262
ON GERMANY—	
On demand	213
ON NEW YORK—	
Bank Bills, on demand	50
Credits, at 60 days' sight	51
ON HONGKONG—	
Telegraphic Transfer	154
Bank, on demand	154
ON CALCUTTA—	
Telegraphic Transfer	154
Bank, on demand	154
ON SHANGHAI—	
Bank, at sight	71
Private, 30 days' sight	72
ON YOKOHAMA—	
On demand	100
ON MANILA—	
On demand—Pesos	102
ON SINGAPORE—	
On demand	83
ON BATAVIA—	
On demand	124
ON HAIPHONG—	
On demand	7-1 p.m.
ON SAIGON—	
On demand	72
ON BANGKOK—	
Bank's Buying Rate	\$9.60
GOLD LEAF, 100 fine, per teal	\$50.70
BAR SILVER, per oz.	29

SUBSIDIARY COINS.

Chinese	20 cents pieces	\$7.78 discount
Chinese	10	\$8.10
Hongkong	20	\$5.60
Hongkong	10	\$8.10

MAILS VIA SIBERIA.

London	Shanghai
October 9th.	October 28th.
October 13th.	October 28th.

SHARE LIST—QUOTATIONS.

HONGKONG, 26TH OCTOBER, 1912.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS.
BANKS.				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$895, buyers
China Borneo Company, Limited	60,000	\$12	all	\$100, buyers
China Light and Power Company, Limited	80,000	\$5	all	\$220, buyers
China Provident, Loan & Mortgage Co., Ltd.	50,000	\$1	all	\$3
COTTON MILLS.				
Elwo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 103
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	\$4.90, buyers
Dairy Farm Company, Limited	40,000	\$7	all	\$21
DOCKS AND WHARVES.				
Hongkong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$72, sales
Hongkong & Whampoa Dock Co., Ltd.	50,000	\$50	all	\$49, sal. & buy.
New Amoy Dock Co., Limited	10,000	\$64	all	\$6
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	all	Tls. 50
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	all	Tls. 98
Green Island Cement Co., Limited	400,000	\$10	all	\$4.10
Hongkong Electric Co., Limited	60,000	\$10	all	\$23, buyers
Hongkong Hotel Company, Limited	12,000	\$50	all	\$114
Manila Metropole Hotel Limited	8,000	\$25	all	\$73
Hongkong Ice Company, Limited	15,000	\$10	all	\$200
Hongkong Rope Manufacturing Co., Limited	60,000	\$10	all	\$19
Hongkong & South China Steam Fisheries Co., Ltd.	15,000	\$10	all	\$3, sellers
INSURANCE.				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$235, x. div. sel.
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$138, sales
China Traders Insurance Co., Limited	24,000	\$93.35	\$25	\$100
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$60	\$360, buyers
North-China Insurance Co., Limited	10,000	\$15	\$5	Tls. 135
Union Insurance Society, Limited	12,400	\$250	\$100	\$815
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$190, @ Ex 73
LANDS AND BUILDINGS.				
Hongkong Land Invest. Agency Co., Ltd.	60,000	\$100	all	\$105, buyers
Humphreys Estate and Finance Co., Ltd.	150,000	\$10	all	\$7.90, buyers
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$30	\$34, buyers
Shanghai Land Investment Co., Limited	78,000	Tls. 50	all	Tls. 86
West Point Building Co., Limited	12,500	\$50	all	\$53, buyers
Matschappij tot Mijne, Bosch-on Landbouw exploitatie in, Langkat	25,000	Gds. 10	all	Tls. 54, buyers
MINING.				
Chinese Engineering and M. Co., Ltd.	1,000,000	\$21	all	\$3/-
Tromps Mines, Limited	160,000	\$21	all	\$69/-, sellers
Heawood Tin and Rubber Estate, Ltd.	715,280	\$21	all	\$4/-
Ruch Australian Gold Mining Co., Ltd.	200,000	\$21	all	\$3, sellers
Peak Tramways Co., Limited	25,000	\$10	all	\$11
Philippine Co., Limited	50,000	\$10	all	\$1
REFINERIES.				
China Sugar Refining Co., Limited	20,000	\$100	all	\$112, sellers
Luzon Sugar Refining Co., Limited	7,000	\$100	all	\$35
STEAMSHIP COMPANIES.				
China and Manila Steamship Co., Ltd.	30,000	\$25	all	\$8
Douglas Steamship Co., Limited	20,000	\$50	all	\$25, sellers
Hongkong, Canton & Macao S.B. Co., Ltd.	80,000	\$15	all	\$28, buyers
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$25	all	\$70, London sal. £7
Shell Transport & Trading Co., Limited	2,500,000	\$21	all	\$102, sales
Star Ferry Company, Limited	20,000	\$10	all	\$48, buyers
South China Morning Post, Limited	6,000	\$25	all	\$22
Steam Laundry Company, Limited	20,000	\$5	all	\$4
STORES AND DISPENSARIES.				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$25
Wm. Powell, Limited	15,000	\$7	all	\$8, buyers
Watkins, Limited	10,000	\$10	all	\$3, buyers
A. S. Watson & Co., Limited	90,000	\$10	all	\$6, sellers
Weissmann, Limited	3,000	\$10	all	\$17, buyers
Ganda Price & Co., Ltd.	50,000	\$10	all	\$10
Societe des Pulpes et Papiers de Tonkin	13,200	\$50	all	\$33
Hongkong Steel Foundry Co., Ltd.	15,000	\$10	all	\$10
United Asbestos Oriental Agency, Limited	9,900 ord.	\$10	all	\$31, sellers
Union Waterboat Co., Limited	100 shares	\$10	all	\$340
Hongkong Tramway Co., Ltd.	50,000	\$10	all	\$11, sal. & buy.
	325,000	5/-	all	5/-, buyers

RUBBER.	Daily Wire	Paras Rubber in London	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1886			Tls. 767,200	Tls. 250	7 1/2 p. annum	Par.

TO-DAY	TO-NIGHT	TO-MORROW
Noon—Hongkong and South China Steam Fisheries Co., Ltd., Meeting of Shareholders.	9.15 P.M.—Bijou Theatre.	2 P.M.—French Convent's Bazaar at City Hall.
12.15 P.M.—Hongkong & South China Steam Fisheries Co., Ltd., Extraordinary Meeting.	9.15 P.M.—Grand Variety Entertainment—"The Cook" at the Theatre Royal.	

FORTHCOMING EVENTS.	OPIMUM.
Saturday, 2nd Nov.—9.15 P.M.—The Oriental Theatrical Co. at the Theatre Royal—"One Night Off."	October 15th.
Sunday, 3rd Nov.—9 P.M.—Al Fresco Fete at the Roman Catholic Cathedral.	Quotations are:—
Monday, 4th Nov.—3 P.M.—Auction of Two Lots of Crown Land West of the Public Laundries, Kennedy Road, and below Kennedy Road, by Public Works Dept.	Malwa New ... \$2,925/2,950 per picul.
Wednesday, 6th Nov.—2.15 P.M.—Meeting of the Licensing Board at Council Chamber.	Malwa Old ... \$2,965/2,975
	Malwa Older ... \$2,990/3,000
	Malwa V. Old ... \$3,025/3,050
	Foreign fine quality ... \$1,200
	Foreign extra fine ... \$1,400
	Patna New ... \$3,600
	Patna Old ... \$3,500
	Benares New ... \$3,650
	Benares Old ... \$3,550

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